



COMMANDER ELMER F. "ARCHIE" STONE, USCG

COAST GUARD AVIATOR #1

by

**Captain Robert B. Workman, Jr. USCG (Retired)
Coast Guard Aviator # 914, Helicopter Pilot # 438**

1887 - 1936

INTRODUCTION:

The birth of aviation and events in WWI and WWII inspired a few visionary men from each of the armed services and civil aviation. They knew each other, and many were close friends. Among many, the list includes Glenn Curtiss, Captain Eddie Rickenbaker (famous WWI leading ACE), aircraft designers Fokker, Sikorsky and de Seversky, RADM W.A. Moffett, USN, CDR J.H. Towers, USN (Naval Aviator #3), Prince of Wales and CDR Elmer F. Stone, USCG (Coast Guard Aviator #1)¹ An additional catalyst occurred when the Coast Guard was transferred to the Department of the Navy during both wars, and Coast Guard officers were assigned to Navy ships and aviation units. The Navy was introduced to Coast Guard aviators with different visions and capabilities that grew from operations in heavy seas and foul weather during Search and Rescue missions. It was therefore natural that the early days of Naval Aviation were marked with extraordinary coordination and mutual cooperation between the Navy and the Coast Guard. Early aviators in both services supported each other while convincing skeptical shipboard officers of the relevance aircraft had for service operations. Aircraft loaned to the Coast Guard by the Navy, aviator training at NAS Pensacola and Coast Guard aviators assigned to Navy aviation projects were not uncommon. This is the story of a preeminent member of this proud family, Elmer Fowler Stone, who during one assignment served as Chief Test Pilot for Seaplanes in the Navy's Aviation Division of NC aircraft, and later was the pilot of NC-4. As you will read later, more than seaplanes were tested and qualified by Stone for Navy procurement and operations.

THE OFFICER'S PROFILE:

Elmer Stone was a visionary who bridged the cultures of three Armed Services, and in the process he made history. He trained under sail as a Cadet; he was a designated Engineering Officer for steam powered Revenue Cutters; he later became proficient with piston powered engines; he was a Line Officer and a Deck Watch Officer, and he was designated both Naval Aviator #38 on April 10, 1917, and Coast Guard Aviator #1 on March 30, 1920. Stone became the Coast Guard's first Test Pilot, flight testing observation aircraft and developing catapults for Navy Cruisers during World War I. He assisted in the development of catapult and arresting gear for *USS LEXINGTON*, and *USS SARATOGA* before World War II and later qualified Curtis HS-2L Flying Boats that were used by the new CGAS (Air Station) Morehead City. In 1920, he continued flight testing aircraft and aircraft systems for the Navy and a few years later for the Army. Stone was a U.S. Revenue Cutter Service Officer who made the transition to a U.S. Coast Guard Officer, and who was later assigned to a U.S. Navy armored cruiser during World War I.

Subsequently the Navy requested the Coast Guard Commandant to again assign him to the Navy for engineering development and testing assignments, and to qualify NC seaplanes and to pilot NC-4 in the first transatlantic flight. During his career, he served as Commanding Officer for Coast Guard Cutters and Navy and Coast Guard Air Stations.

Elmer Stone was an operations oriented officer who would not take “it can’t be done” for an answer. As a man with vision, he was viewed by many senior Coast Guard officers as a threat to induce cultural and operational change. He received his significant recognition from Navy, and Army officers, the U. S. Senate and the Secretary of the Navy. Sadly, any significant Coast Guard recognition was mainly posthumous. However, among those who served with him, Commander Stone’s uncanny foresight and ability in aviation and at sea, and his fine qualities of leadership, made him respected. At one Coast Guard Air Station stands a monument to him with the apt quotation: “A prophet is not without honor.”

It would be easy to overlook Elmer Stone’s quiet, daily operational and humanitarian deeds. Also overlooked may be Elmer’s unrealized potential, as he was cut-down by a premature death. However, his posthumous accolades are impressive: he is enshrined in the National Museum of Naval Aviation Hall of Honor at the U.S. Naval Air Station Pensacola, Florida, and, he is honored in the Coast Guard Aviation Hall of Fame at the USCG Aviation Training Center in Mobile, Alabama.

THE BEGINNING:

In 1910, at the age of 23, Stone qualified as a U.S. Revenue Cutter Service Cadet passing required examinations, scoring higher than any other applicant that year.² Later that year, on April 30, he was appointed Cadet in the Revenue Cutter Service School of Instruction, predecessor of the U.S. Coast Guard Academy.³ He graduated three years later on June 7, 1913, receiving his commission as a Third Lieutenant, USRCS. Classmates Stone, von Paulsen and Hall formed the “triumvirate” that pursued formal founding of Coast Guard Aviation.

Stone began his officer career assigned to the USRC (Revenue Cutter) *ONONDAGA*.



Class of 1913, U.S. Coast Guard Academy

On board USRCS *ITASCA*

Back Row (l to r): Coyle, Von Paulsen, MacLane, Doyle, Frost
Middle Row: Rose, Kellhorn, Hall, Repurtus (Transferred to USMC)

Front Row: Stone, Brown, Whitbeck

CDR STONE'S PLACE IN HISTORY

Many years of assignments that were quite varied led to Elmer's success. On June 13, 1913, Third Lieutenant Stone reported on board the *USRC ONONDAGA*, where he was assigned study of the ship's steam machinery. Five months later, he was qualified to perform the duties of an engineer officer and requested Headquarters assignment as a line officer. February 14, 1914, Headquarters designated him a line officer of the *ONONDAGA*.⁴ On 9 October, Stone was transferred to the *USRC ITASCA* where he served until February 1915 when he was reassigned to the *USRC ONONDAGA*, home port Hampton Roads, Virginia. He was coxswain of a boat on that vessel during a stormy rescue of seven shipwrecked seamen on the lumber laden schooner *C.C. WEHRUM* off False Cape, Virginia. A Letter of Commendation from the Assistant Secretary of the Treasury dated June 24, 1915, commended his: "...skill and judgment displayed in affecting the more hazardous part of this work and in so managing the boat that the rescue was attended by no mishap whatever. The mere reading of their names and rates shows that this was a picked crew and their achievement shows that they were well chosen – and receives the special commendation of the Department."⁵



L to R: Gordon Whiting MacLane - Henry Coyle - Elmer F. Stone
Aboard Cutter Itasca

It was also while serving on *ONONDAGA* that the men who birthed Coast Guard aviation met and began brainstorming. Captain B. M. Chiswell, skipper of *ONONDAGA*, and Third Lieutenants Norman B. Hall and Elmer F. Stone conceived a plan for an air patrol to evaluate feasibility of aircraft to assist vessels in distress, and to search for disabled vessels in need of assistance along the Atlantic seaboard.⁶ They presented this plan to the Navy officer in charge at the Curtis Flying School, Curtis Field. Convinced the concept was sound, the Navy OIC loaned the Coast Guard an aircraft for demonstration. The experiment was so successful that it received official blessing, and, in early 1916, Stone requested aviation assignment.⁷ That same spring, on March 21, 1916, Third Lieutenant Stone and Second Lieutenant Charles E. Sugden were assigned aviation training at NAS (Naval Air Station) Pensacola.^{8,9} Additionally, the Navy Deficiency Act of August 29, 1916, authorized establishing ten Coast Guard Air Stations, but Congress did not appropriate funds for them until 1924. Stone completed aviation training on April 10, 1917, and was appointed Naval Aviator #38 on the Navy's roster of naval aviators.¹⁰ Sporadic flying was done by the Coast Guard between 1916 and 1924 utilizing aircraft on loan from the Navy.¹¹

Stone was designated Naval Aviator #38; however, at the time Coast Guard Headquarters did not have a list of Coast Guard aviators. That changed on March 30, 1920 when Stone was designated Coast Guard Aviator #1. Only those officers actually engaged in flying at that time were put on the list. Therefore, Donahue became CG Aviator #2 and Thrun #3 and so on.¹²

During this period, the Coast Guard was transferred to the Department of the Navy at the onset of the First World War. Stone was assigned to *USS HUNINGTON* from July 1917 to September 1918. *HUNINGTON* was a Navy armored cruiser employed in convoy escort duty. It was during this assignment that Stone was involved in testing *HUNINGTON*'s observation aircraft catapult. At this time, losing the catapult's car over the side was a great difficulty.

Unfortunately, they did not solve the problem prior to the end of the war, so aircraft and catapults were removed from cruisers.¹³

After Stone reported onboard *HUNINGTON*, the cruiser departed on August 1 to replenish at Hampton Roads. *HUNINGTON* then sailed for New York, arriving five days later. There it joined a convoy with six troop ships bound for France on September 8. Stone made several observation balloon flights on this leg. Once in European waters the convoy was turned over to U.S. destroyers and *HUNINGTON* steamed back to Hampton Roads. Stone made nine convoy escort voyages. Completing his assignment on *HUNINGTON*, Stone was awarded the Victory Medal with a Patrol Clasp.¹⁴

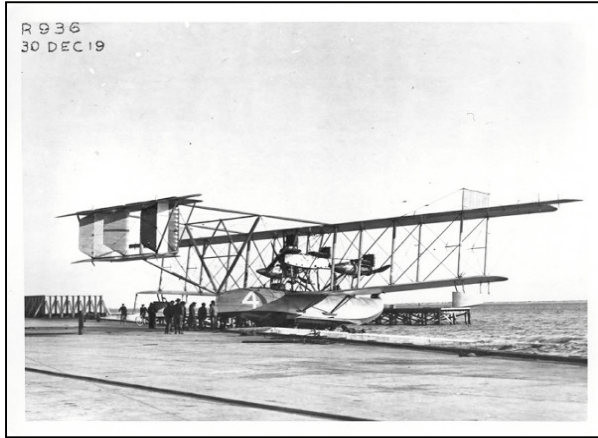
October 16, 1917, the Navy Department assigned Third Lieutenant Stone to “temporary command of NAS (Naval Air Station) Rockaway, New York until arrival of a regularly designated Commanding Officer, then you will report to that officer for duty as that Station’s Seaplane Officer.”¹⁵

May 15, 1918, The Navy Department changed Stone’s duty station to the Aviation Division of the Bureau of Construction and Repair at the Washington, D.C Navy Yard.¹⁶ His duties were to travel “Between Washington, D.C., and such places within a radius of 500 miles thereof, and Miami, Florida, as may be necessary in connection with the inspection and trials of sea planes.”¹⁷ Changes in duty assignments were followed by changes in rank: On September 20, 1918, he was promoted to USCG Second Lieutenant and, on the same day, was promoted once again to First Lieutenant. The Coast Guard had not yet converted from RCS to the USN rank and rate structure.¹⁸

Stone’s abilities flight-testing seaplanes, and his navigation skills were noticed by others in the Navy. A March 19, 1919, Bureau of Construction and Repair memorandum confirmed the request of CDR C. Fulton, USN and CDR J.H. Towers, USN (Soon to be Division Commander of the NC transatlantic flight) for Lieutenant Stone to be assigned to “test the NC type of seaplanes preparatory to the Trans-Atlantic Flight.”¹⁹ The Navy Department issued orders to First Lieutenant Stone dated April 21, 1919 to detach and “proceed to such place as the NC Seaplane Division One may be --- for duty in connection with the Trans-Atlantic flight.”²⁰

The Navy’s Trans-Atlantic expedition consisted of three Curtis Flying boats, the NC-1, NC-3 and NC-4. NC-2 had been destroyed by fire. The NC aircraft was designed to cross the Atlantic for anti submarine operations. Hostilities ended in November 1918 so NC aircraft and crews were ordered to compete with three teams of British pilots, who were flying from a base in St. Johns, Newfoundland. All were hoping to win a prize of \$50,000, offered by the London *Daily Mail*, which would be awarded to the first team to cross the Atlantic successfully.²¹ NC-4 departed from NAS Rockaway at 1000 hours on May 8, 1919 in concert with NC-1 and NC-3. Although NC-1 and NC-3 did not complete the journey, NC-4 successfully crossed the Atlantic and landed in Lisbon,

Portugal on May 27, 1919. The Portuguese government decorated Stone that same day with their highest medal, The Order of the Tower and Sword.²² It would be eight more years before Lindberg would cross the Atlantic.



NC-4 at Rockaway Beach
Prior to Departure



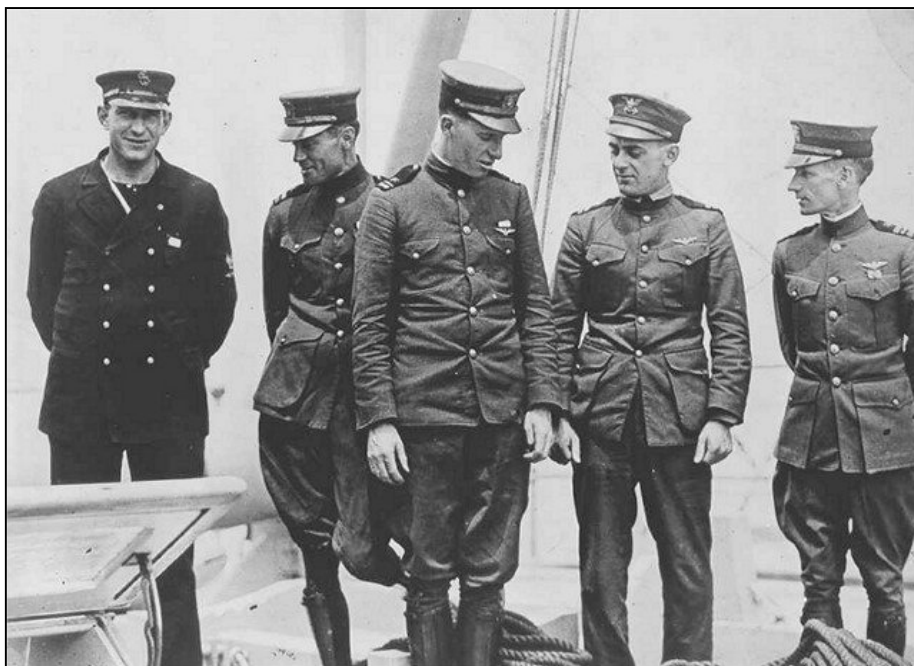
Personnel of NC-4
L to R: Lieut(jg) W. Hinton, Commanding Officer –
LCDR A. C. Read, Pilot – LT Elmer Stone, USCG



NC-4 Taxiing on the Tagus River, Portugal

Stone then flew NC-4 to Plymouth, England, arriving there May 31, 1919. He was awarded the British Air Force Cross on June 9, 1919.²³ Stone received the Navy Cross for “distinguished service in making the first successful Trans-Atlantic flight.”²⁴ On November 11, 1920, Stone received a written commendation from Assistant Secretary of the Navy Franklin D. Roosevelt dated August 23, 1919:

“I wish to heartily commend you for your work as pilot of the Seaplane NC-4 during the recent Trans-Atlantic flight expedition. The energy, efficiency and courage shown by you contributed to the accomplishment of the first Trans-Atlantic flight, which feat has brought honor to the American Navy and the entire American nation.”²⁵



The crew of the NC-4, in Lisbon (Left to Right): Chief Machinist's Mate Edward H. Howard, USN, Engineer; LT James L. Breese, USN, Engineer; LTJG Walter Hinton, USN, Copilot; LT Elmer Stone, USCG, Pilot; LCDR A.C. Read, Commanding Officer and Navigator, NC-4. Missing from photo is ENS Herbert C. Rodd, USN, Radio Officer

LT Stone's work for the Navy was not over following the NC-4 flight. He tested everything from balloons and dirigibles to aircraft.²⁶ He received orders on July 14, 1919 to conduct test trials for the MF Flying Boat, the N-1 Seaplane and torpedo trials of the R-9 seaplane.²⁷ Stone received additional orders on August 8, 1919 to proceed to Dayton, Ohio to test U.S. Army aircraft at McCook Field.²⁸

During World War I, the newly established Coast Guard converted from RCS to Navy ranks. Stone became a Temporary Lieutenant Commander, but on August 19, 1919 came an order where officers were returned to their permanent ranks. Stone reverted to his permanent rank of Lieutenant Junior Grade.²⁹ It was not until April 21, 1924 that Stone returned to rank of temporary LCDR.³⁰

Stone returned to Coast Guard duty. His Navy Department, Bureau of Navigation orders stated: "In parting with Lieutenant Stone, the Bureau desires to express its appreciation of the services he rendered the Bureau during the war. He is not only a skillful pilot, but an officer of excellent judgment and considerable technical attainments in the line of aviation so that he proved himself peculiarly fitted for the duties to which he has been assigned."³¹ CDR Sugden was the new temporary Commanding Officer of CGAS (Coast Guard Air Station) Morehead City. The new air station was being outfitted for Coast Guard use. LCDR Stone had the task of supervising, reconditioning and testing six Curtis HS-2L flying boats to be used by the station. Poor funding caused this air station to fail. The second air station attempt was successful in Gloucester, Massachusetts (Ten Pound Island) in 1926 under command of Commander C.C. von Paulsen.³² Academy Classmates Stone, von Paulsen and Hall formed the "triumvirate" that pursued formal founding of Coast Guard Aviation.

The Navy last knew Stone as a LCDR, and on November of 1920, the Navy requested LCDR Stone's services for development of aircraft carrier catapults and arresting gear. The Commandant approved the Navy's request and ordered Stone to report on November 20 to the Aircraft Division in the Bureau of Construction and Repair at the Washington, D.C. Navy Yard. LCDR Stone's assignment was with Navy Commander Pennoyer involving the launching of aircraft with a catapult from a steel coal barge, later to become the *USS LANGLEY*, while anchored in the Potomac River. Mr. Lee N. Pearson, Historian for the Naval Air Systems Command states:

"When I was doing research on catapults, I found a couple of papers that were indicative of Stone's role. His work on flying off land machines from the coal barge and early catapult work have seemed to me to be essential to the development of the carrier *LANGLEY*. The catapult referred to in the paper, was actuated by compressed air and one of Stone's projects was developing a brake that would keep the car from going over the side on every shot."³³

The Coast Guard acquired Navy destroyers during the Prohibition era to fight the "Rum War." With the addition of these ships, the Coast Guard found itself short of experienced officers; however, the Commandant recognized the importance of LCDR Stone's work for the Navy.³⁴ He wrote the following June 6, 1925 letter to Admiral Moffett, USN, Chief of the Bureau of Aeronautics:

"I will permit Lieut. Commander Stone to continue on duty with your bureau until the work upon which he is now engaged is so far progressed that you can spare his services without detriment to the interests of your bureau."³⁵

Admiral Moffett's reply of January 8, 1925:

"I wish to thank you for your letter of January 6th, in which you grant permission to Lieutenant Commander Stone to continue duty in the Bureau of Aeronautics until the work on which he is now engaged is so far progressed that his services can be spared without detriment to the best interest of this bureau.

"I can not commend too highly the work which Lieutenant Commander Stone has done in this Bureau. It is owing to his technical ability, attention to duty and perseverance that the development of the power catapult has been perfected, made ready for production and issued to the service. Lieutenant Commander Stone is still employed upon catapult work and also on the installation of arresting devices for the new aircraft carriers *LEXINGTON* and *SARATOGA*. This work is of the highest priority at present in the Bureau, and because of its great importance and Stone's familiarity with it, it is necessary that he should continue in this Bureau.

"However, I fully realize the need of the Coast Guard for Lieut. Commander Stone's services, and appreciate all the more your cooperation in permitting him to stay on here. In view of the shortage of commissioned officers in the Coast Guard and your urgent need for Lieutenant Commander Stone's services, as soon as practical the Bureau of Aeronautics will detail one of its own officers to understudy Lieutenant Commander Stone with the object of relieving him when this officer becomes indoctrinated in this work and proves himself capable of taking over the responsibilities of this task.

Sincerely yours
(s) W.A. Moffett
Rear Admiral"³⁶

Throughout this assignment with the Navy, Stone energetically supported attempts to initiate aviation in the Coast Guard.³⁷

On September 31, 1926, Stone was detached from the Navy Department and assigned Executive Officer USCGC (Coast Guard Cutter) *MODOC*, whose home port was Wilmington, North Carolina. Stone was given his permanent commission of Lieutenant Commander on February 9, 1928, when he was assigned Commanding Officer of Coast Guard Destroyer *MONAGHAN* (home port, New London, Connecticut) until June 1929.³⁸ He was assigned command of Coast Guard Destroyer *CUMMINGS* until May 1931. Throughout this period, he maintained his interest in aviation. During these years at sea, he studied swell and sea conditions with the purpose of deriving optimal heavy sea landing and takeoff procedures for seaplanes.³⁹

From May 1931 to early March 1932, Stone served as the senior member of the trial board for the new Coast Guard RD Dolphin seaplanes being built by the Douglas Aircraft Corporation. On March 8, 1932, Stone reported as the commanding officer of CGAS Cape May, New Jersey. Two years later, on April 23, 1934, he became Inspector of Naval Aircraft for the Douglas Aircraft Company in Santa Monica, California.⁴⁰

On April 4, 1933, while serving as Commanding Officer of CGAS Cape May, Stone flew to NAS Anacostia for a meeting at Headquarters. Earlier that morning, the Navy Air Ship *AKRON* had been destroyed in a storm off Barnegat, New Jersey. Heavy seas and foul weather prevented rescue craft reaching the crash scene. When LCDR Stone received word that the *AKRON* had crashed, he immediately departed NAS Anacostia in his RD4 amphibian for CGAS Cape May. He departed before daylight into the same storm. Immediately after refueling at CGAS Cape May, he departed again into the storm to attempt rescue of Admiral Moffett and his other friends aboard the *AKRON*.⁴¹ All he could find were two bodies. In spite of 40 knot winds and rough seas, he landed and recovered both, including the body of LCDR Curmine, Commanding Officer of Navy dirigible *AKRON* (J-3).⁴² Upon returning to NAS Anacostia, he was asked by a *Washington Times* news reporter why he flew such a dangerous rescue mission. Stone's response was: "It was the least I could do."⁴³



On January 10, 1935, the Secretary of the Treasury commended Stone for establishing a world speed record for amphibian aircraft -- 191 miles per hour over a three- km test course at Buckroe Beach, Virginia on December 20, 1934. For the same feat, he received a Certificate of Record by the National Aeronautic Association.



Certificate of World Seaplane Record December 20, 1934

On May 1, 1935, he was promoted to the rank of Commander.⁴⁴ With promotion came a new assignment: on May 21, 1935, he reported on board Air Patrol detachment, San Diego, California as the Commanding Officer. This detachment was the forerunner of CGAS San Diego.



It was here at the Naval Air Station that he met his premature death the following year. On May 20, 1936, while inspecting a new patrol aircraft, he walked over and sat down on a concrete hangar abutment. He fell over – stricken by a coronary thrombosis attack, resulting in his almost instant death. He was buried on “Coast Guard Hill” in Arlington National Cemetery, a site reserved for Admirals and Coastguardsmen who were unusual in superior performance of duty.⁴⁵

A man of vision who was shunned by those who feared cultural and operational changes; he left behind a rich tradition, the foundation for morale of Coast Guard aviators who follow.

COMMANDS:

Naval Air Station Rockaway, New York (October 1917)
Coast Guard Destroyer *MONAGHAN* (September 1926 – June 1929)
Coast Guard Destroyer *CUMMINGS* (June 1929 – May 1931)
Coast Guard Air Station Cape May, New Jersey (March 1932 – April 1934)
Coast Guard Air Patrol Detachment, San Diego, California (May 1935)

MAJOR AWARDS AND MEDALS:

Assistant Secretary of the Treasury Letter of Commendation (June 24, 1915)

WWI Victory Medal with a Patrol Clasp (September (1918)

Aviation Clasp for Victory Medal (October 1, 1921)



Portuguese Order of the Tower and Sword (May 27, 1919)



British Royal Air Force Cross (June 9, 1919)



French NC-4 Commemorative Medal by Morian (1919)



Assistant Secretary of the Navy Letter of Commendation (August 23, 1919)

ADDRESS REPLY TO
THE SECRETARY OF THE NAVY
AND REFER TO INITIALS
AND NO

~~Office~~
3068-A-2

NAVY DEPARTMENT
WASHINGTON

✓
1.4-33
T.T.C.
J.H.
H.S.

AUG 23 1919

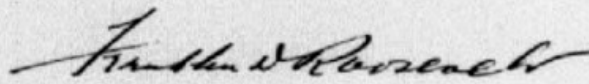
From: Secretary of the Navy.
To: First Lieutenant Elmer F. Stone, USCG,
Bureau of Construction and Repair.

SUBJECT: Commendation.

1. I wish to heartily commend you for your work as Pilot of the Seaplane NC-4 during the recent trans-Atlantic flight expedition. The energy, efficiency, and courage shown by you contributed to the accomplishment of the first trans-Atlantic flight, which feat has brought honor to the American Navy and the entire American nation.

2. In the official report of the NC Seaplane Division One, the Division Commander has called attention to the very commendable manner in which you performed your duties both before and during the flight.

3. A copy of this letter will be placed on file with your official record.



Acting.

Copy to Bureau of Navigation for filing with
official record.

Navy Cross (November 11, 1920)



Chief, Navy Bureau of Aeronautics Letter of Commendation (November 4, 1926)

Special Congressional Medal (For first successful trans-Atlantic flight, May 23, 1930)



Secretary of the Treasury Letter of Commendation (World speed record for amphibious planes, January 10, 1935) (In article above)

Certificate of Record, National Aeronautic Association (January 10, 1935) (In article above)

NOTES

1. U.S. Coast Guard Aviation, Percy; United States Naval Aviation, Turnbull and Lord; National Museum of Naval Aviation Foundation, Fall 1991.
2. U.S. Revenue Cutter Service, Captain Commandant, Office of the Secretary, Treasury Department April 21, 1910 letter to Mr. Elmer F. Stone.
3. Secretary of Treasury April 26, 1910 letter to Mr. Elmer F. Stone.
4. Coast Guard Historian, "Commander Elmer Fowler Stone, USCG, 1887 – 1936."
5. Assistant Secretary of Treasury June 24, 1915 letter to Captain B.M. Chiswell, Commanding Officer, Cutter *ONONDAGA*, Subject: Commendation in connection with rescue of crew of Schooner *C.C. Wehrum*.
6. U.S. Coast Guard, Captain Commandant March 21, 1916 letter orders to Third Lieutenant E.F. Stone instructing investigation of aviation matters bearing on the Coast Guard.
7. CG Historian, Stone 1887-1936.
8. Captain Commandant March 29, 1916 letter orders to Third Lieutenant E.F. Stone, Subject: Duties in connection with aviation (Assignment to instruction in aviation at Naval Aeronautic Station, Pensacola, Fla.).
9. Captain Commandant September 1, 1916 letter to Third Lieutenant E.F. Stone, Subject: appointment as student aviator.
10. Commandant, U.S. Navy Aeronautic Station, Pensacola, Fla April 10, 1917 letter to Third Lieutenant E.F. Stone, Subject: Orders as Naval Aviator.
11. Captain Commandant May 8, 1917 letter orders to Third Lieutenant E.F. Stone, Subject: Increase in pay (Flight Pay).
12. Untitled, typed Coast Guard Aviation narrative by CAPT Frank Erickson, USCG, located in his Personnel Record in the Coast Guard Historian's files.
13. CG Historian, Stone, 1887-1936.
14. Ibid.
15. Navy Department, Third Naval District October 12, 1917 letter to Third Lieutenant Elmer F. Stone, Subject: Detached *HUNTINGTON*, to temporary duty in command Naval Air Station, Rockaway, L.I., N.Y. and duty as that station as seaplane officer.
16. Navy Department, May 15, 1918, letter, file N-31/GLN to 3rd Lieutenant Elmer F. Stone, Naval Air Station Rockaway, L.I., N.Y., Subject: Change of duty (Report to Chief of the Bureau of Construction and Repair, Navy Yard).
17. Navy Department, June 10, 1918, letter, file N-31/LF to 3rd Lieutenant Elmer F. Stone, Subject: Repeated travel.
18. CG Historian, Stone 1887-1936.
19. Navy Department, Bureau of Construction and Repair Memorandum of March 19, 1919, file 18694-A, to Chief of Naval Operations (Aviation), Subject: Trans-Atlantic Flight – temporary duty of Lieut. Stone, C.G., in connection with.
20. Navy Department, Franklin D. Roosevelt, April 21, 1919 letter to First Lieutenant Elmer F. Stone, Subject: Detached Bureau of Construction & Repair, Navy Department; to duty in connection with the Trans-Atlantic Flight.
21. CAPT Frank A. Erickson , USCG (Retired), "The First Trans-Atlantic Flight", Coast Guard Academy Alumni Bulletin May/June 77.

22. Bess B. Read, "The Private Letters of Putty Read, written by his wife on the occasion of his transatlantic crossing May 1919", Pensacola National Naval Aviation Museum Foundation magazine, May 1986.
23. Ibid.
24. U.S. Coast Guard Aviation, Percy; United States Naval Aviation, Turnbull and Lord; National Museum of Naval Aviation Foundation, Fall 1991.
25. Navy Department, Bureau of Navigation July 14, 1919 letter to Lieutenant Elmer F. Stone, U.S.C.G., Subject: Temporary Additional Duty (Proceed to NAS Hampton Roads for trials of MF Flying Boat, N-1 Seaplane and Torpedo trials of R-9 Seaplane.)
26. Navy Department, Bureau of Navigation August 5, 1919 letter, file N311/de, to Lieutenant Elmer F. Stone, U.S.C.G., Subject: Temporary Additional Duty (To Dayton, Ohio, --- in connection with methods of testing U.S. Army Aircraft at McCook Field.).
27. Secretary of the Navy August 23, 1919 letter to First Lieutenant Elmer F. Stone, USCG, Subject: Commendation (Pilot, NC-4).
28. CG Historian, Stone, 1887-1936.
29. April 2004 Oral interview with Coast Guard Historian.
30. Navy Department, Bureau of Navigation September 11, 1919 letter, file N311-Bn/LC to Lieutenant Elmer F. Stone, U.S.C.G., Subject: Relieved of all duty with the Navy.
31. Secretary of the Navy November 11, 1920 letter to LIEUTENANT ELMER F. STONE, The President of the United States takes pleasure in presenting the Navy Cross.
- 32.
33. Erickson CG aviation narrative.
34. Ibid.
35. Ibid.
36. Commandant, USCG (Admiral Billard) June 6, 1925 letter to Department of the Navy, Chief, Bureau of Aeronautics (Admiral Moffett, USN)
37. Department of the Navy, Chief, Bureau of Aeronautics January 8, 1925 letter to Commandant, USCG.
38. Erickson CG aviation narrative.
39. CG Historian, Stone 1887-1936.
40. Erickson CG aviation narrative.
41. CG Historian, Stone 1887-1936.
42. Erickson CG aviation narrative.
43. Commandant, USCG May 29, 1933 letter, file ST-71 651, Subject: Commendation – assistance rendered at time of causality to Navy dirigible *AKRON* J-3.
44. April 4, 1933 *Washington Times* Newspaper, Washington, D.C.
45. CG Historian, Stone 1887-1936.
46. Ibid.

APPENDIX OF ENCLOSURES FOLLOW:

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TREASURY DEPARTMENT ¹³³
OFFICE OF THE SECRETARY
WASHINGTON

April 21, 1910.

Mr. Elmer F. Stone,
#100 Redgate Avenue,
Norfolk, Va.

Sir:

You are informed that you have passed the recent examination for cadet in the Revenue-Cutter Service, having obtained a general average of 85.61 per cent. Your standing was number one on the list of candidates.

Your appointment as a cadet in the Revenue-Cutter Service will be sent you in the near future.

Respectfully,

Captain Commandant.



TREASURY DEPARTMENT

OFFICE OF THE SECRETARY -

WASHINGTON

April 26, 1910.

Mr. Elmer F. Stone,
#100 Redgate Ave.,
Norfolk, Va.

Sir:

By virtue of authority vested in me by the Act of Congress approved July 31, 1896, you are hereby appointed a Cadet in the Revenue Cutter Service of the United States to take effect from date of oath.

Respectfully,


Acting Secretary.

C. L.

H.

Copy

Office of
Assistant Secretary

TREASURY DEPARTMENT 0332

Washington, June 24, 1915.

Captain B.M. Chiswell,
Commanding Coast Guard Cutter ONONDAGA,
Norfolk, Va.

Subject: Commandation in connection
with rescue of crew of schooner C.C. WEHRUM.

Sir:

1. The Department has received your report of the 4th instant relative to the rescue of the crew of the schooner C.C. WEHRUM, off False Cape, Virginia, on that date. It appears that this schooner was lumber-laden and water-logged and lay at anchor four miles north of the False Cape gas buoy; that a fresh north gale was blowing; that the crew had taken refuge from the storm in lee of the cabin house and in the lazarette, that their clothing had been drenched with water for some forty-eight hours and that they had had nothing to eat for that length of time.

2. In order to rescue these men it was necessary to bring the ONONDAGA to windward of the schooner and pour oil upon the seas so as to make it possible to lower a boat. You then ran around to leeward of the wreck while the boat's crew pulled under the stern of the schooner and took off the crew of seven men, one by one, as they crawled out over the spanker boom and dropped into the ship's boat. The boat

then pulled alongside the ONONDAGA and was hoisted without mishap.

3. The skill and judgment which you displayed in the handling of the ONONDAGA on this occasion reflects great credit upon the service to which you belong and stamps you as a man of that resourcefulness that overcomes obstacles. The Department wishes to compliment you upon the manner in which you met this emergency.

4. The Department also wishes to compliment Third Lieut. E.F. Stone and his boat's crew, consisting of Signal Quartermaster H.L.E. Petersen, Assistant Master-at-Arms E. Olsen, Quartermaster R.Grady, Coxswain R.Smith, Seaman C.Nor and Seaman H.Krotoschin, upon the skill and judgment displayed by each and every one of them in effecting the more hazardous part of this work and in so managing the boat that the rescue was attended by no mishap whatever. The mere reading of their names and rates shows that this was a picked crew and their achievement shows that they were well chosen. The officer and each man named herein receives the special commendation of the Department.

Respectfully,

BYRON R. NEWTON,

Assistant Secretary.



HEADQUARTERS

TREASURY DEPARTMENT

10

UNITED STATES COAST GUARD

WASHINGTON March 21, 1916.

Third Lieutenant E.F. Stone,
Coast Guard Cutter ONONDAGA,
Norfolk, Va.

Subject: Instructions in relation to
aviation.

Sir:

Referring to orders of this date, assigning you to special
duty at Norfolk, Va., you will be governed by the following:

(1) You will investigate aviation matters
having a bearing upon the Coast Guard, giving
special attention to those phases of aviation
that have a direct bearing upon assistance to
vessels in distress and search for derelicts.

(2) You will keep in touch with the command-
ing officer of the ONONDAGA and will confer and
cooperate with him in such matters as involve
the use of air craft in conjunction with the
usual activities of the Coast Guard.

(3) This office will have no objection
to your taking a course of aviation, provided
that it will not interfere with your duties as
outlined above and that the Government shall be
put to no expense thereby.

(4) You will submit reports of your pro-
gress and results at the end of each quarter.

Old Point Va. March 23, 1916 Respectfully,

Received and delivered 5:00 pm this
date -
J. F. Holtz
Temporarily Comdg.

E. P. Beathoff
Captain Commandant.



HEADQUARTERS

TREASURY DEPARTMENT 10

UNITED STATES COAST GUARD

WASHINGTON March 29, 1916.

Third Lieutenant E.F. Stone,
Coast Guard Cutter ONONDAGA,
Norfolk, Va.

Subject: Duties in connection with
aviation.

Sir:

Referring to orders assigning you to instruction in
aviation at the Naval Aeronautic Station, Pensacola, Fla.,
while on that assignment you will comply with and be subject
to such rules and discipline as may be prescribed by the
Commandant of that station for officers undergoing instruction
and training in aviation.

Respectfully,

E. F. Bertholf
Captain Commandant

1st Indorsement.

Norfolk, Va., March 30, 1916. Received and delivered at 10.30
a.m. this date/

E. F. Bertholf
Commanding

2nd Indorsement

Norfolk, Va., March 30, 1916. Received at
10:30 a.m. this date

E. F. Stone, 3rd Lieut



HEADQUARTERS

TREASURY DEPARTMENT

71

UNITED STATES COAST GUARD

WASHINGTON September 1, 1916.

Third Lieutenant E. P. Stone,
Naval Aeronautic Station,
Pensacola, Fla.

Subject: Appointment as student
aviator, Lieut Stone.

Sir:

You are hereby appointed a student aviator and you are directed to continue the aviation duty to which you were assigned by Headquarters order of March 29, 1916.

You are entitled to an increase of 35% in your compensation and a like increase in your allowances for commutation of quarters, heat and light, from and including this date.

Respectfully,

E. P. Bertholf
Captain Commandant.

IN REPLY REFER TO
NO. 41-237

Pe. U. S. NAVY AERONAUTIC STATION,
PENSACOLA, FLA.

April 10, 1917.

From: Commandant
To: Third Lieut. E. F. Stone, U.S.C.G.
Subject: Orders as Naval Aviator.

1. You are hereby designated as Naval Aviator and detailed for duty involving actual flying in aircraft, including balloons, dirigibles, and aeroplanes, in accordance with an Act of Congress approved March 3, 1915 and Aug. 29, 1916.
2. Return these orders for forwarding to the Navy Department for confirmation.

J. L. Jayne

Pe. 41-237 1st endorsement May 3, 1917.

From: Third Lieut. E. F. Stone, U.S.C.G.
To: Commandant.

1. Received this date and returned.

E. F. Stone

Pe. 41-237 2nd endorsement May 3, 1917.

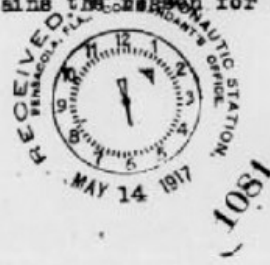
From: Commandant
To: Secretary of the Navy (Bureau of Navigation)
Via: Navy Department (Operations-Material).

1. Forwarded. The Department's approval of these orders is requested.
2. Aeronautic Station letter No. 41-237 of even date explains the reasons for issue.

J. L. Jayne

14335-1

2
41-237
C. H.
R. D. W.



NAVY DEPARTMENT,
APPROVED MAY 10 1917
Joseph Daniels
Secretary.



HEADQUARTERS

NAVY DEPARTMENT
TREASURY DEPARTMENT

UNITED STATES COAST GUARD

WASHINGTON May 8, 1917.

71
522

Third Lieutenant E.F. Stone,
Navy Aeronautic Station,
Pensacola, Fla.

Subject: Increase in pay.

Sir:

Having qualified as a naval aviator on April 10, 1917,
and having been continuously on duty involving actual flying
since that date, you are entitled to an increase of fifty
per cent upon your pay and allowances from and including that
date.

Respectfully,

E. J. Berthoff
Captain Commandant.

IN REPLY ADDRESS
THE SECRETARY OF THE NAVY
AND REFER TO NO.

NAVY DEPARTMENT

WASHINGTON

October 12, 1917.

N/31/RES

1433 J-4

RECORDED
OCT 16 1917

To: Third Lieutenant
Elmer F. Stone, U.S.C.G.,
U.S.S. Huntington,
(Commanding Officer)

SUBJECT: Detached Huntington; to temporary duty in command Naval Air Station, Rockaway, LI, N.Y. and duty at that station as seaplane officer.

1. You are hereby detached from duty on board the Huntington; will proceed to New York, N.Y. and report to the Commandant of the Third Naval District for temporary duty in command of the Naval Air Station, Rockaway, Long Island, New York, until the arrival of a regularly designated Commanding Officer, then you will report to that officer for duty at that Station as Seaplane officer.

2. This employment on shore duty is required by the public interests.

Joseph Dainel

Navy Yard, New York

OCT 14 1917

Reported,

N. H. [Signature]

Rear Admiral, U.S.N.

Commandant Third Naval District

Copy to:-

Op-Air

USCG

Commander, Cruiser Force, Atl. Fleet.

(Confirming despatch)

*Naval Air Station 1st Indorsement
Rockaway Beach, N.Y. Oct. 18, 1917.
Received E. F. Stone*

RECEIVED
MAY 19 1918
NAVAL AIR STATION,
ROCKAWAY BEACH,
L. I.

NAVY DEPARTMENT
WASHINGTON

IN REPLY ADDRESS
THE SECRETARY OF THE NAVY
AND REFER TO NO.

14335-9

N-31/GEN
MAY 15 1918

To: 3rd Lieutenant
Elmer F. Stone, U.S.C.G.,
Naval Air Station,
Rockaway, L.I., N.Y.
(Commanding Officer)
(Commandant, Third Naval District)

SUBJECT: Change of duty.

1. You will regard yourself detached from your present station, and from such other duty as may have been assigned you; will proceed and report for duty in accordance with following instructions; this employment on shore duty being required by the public interests: +028

To Washington, D.C. and report to the Chief of the Bureau of Construction and Repair, Navy Department, for such duty as may be assigned you at said Bureau.

Your designation as a Naval Aviator will remain in force until specifically revoked.

J. P. ...

Copy to:

#15

Captain Commandant
Coast Guard
Operations (Aviation)
C & R

1st Endorsement: New York, N.Y. 18 May 1918
ST/ENB/EJM
From: The Commandant, Third Naval District,
To: Third Lieutenant, Elmer P. Stone, U.S.C.G.,
Via: Officer-in-Command, Naval Air Station,
Rockaway, L. I., N. Y.

1. Forwarded.

Elmer P. Stone
By direction
Assistant to Commandant.

2nd Endorsement.

NAVAL AIR STATION,
ROCKAWAY BEACH, L. I., N. Y.

20 May 1918.

From: Commanding Officer.
To: Third Lieut. E. P. Stone, USCG.

1. Delivered, attached.

E.P. Stone

3rd Indorsement. Naval Air Station, Rockaway Beach, N.Y.

25 May, 1918

Received at 1:00 p.m.,

E. P. Stone

No. 18694-A

4th Endorsement.

Rz

Bureau of Construction and Repair,
Navy Department, Washington, D. C.
May 27, 1918

1. Reported.

D. W. Miller
Chief Constructor, U.S.N.,
Chief of Bureau.



29755 JACKSON

THE SECRETARY OF THE NAVY
AND REFER TO NO. *Case*
N-31/LP
12385-11
JUN 10 1918

NAVY DEPARTMENT
WASHINGTON

To: 3rd Lieutenant
Elmer F. Stone, U.S.C.G.,
Bureau of Construction and Repair,
Navy Department.
(Chief of Bureau)
Subject: Repeated travel.

1. You are hereby authorized to perform such travel between the following places, from time to time, as may be necessary for the purpose indicated below, this being in addition to your present duties:

Between Washington, D.C., and such places within a radius of 500 miles thereof, and Miami, Florida, as may be necessary in connection with the inspection and trials of sea planes.

2. Keep a memorandum of the travel so performed and submit the same to the Department from time to time for approval in accordance with Article 4498, U. S. Naval Regulations, 1913.

3. For repeated travel under these orders actual expenses only will be allowed.

4. This authority for repeated travel, if not previously terminated by competent authority, shall cease to be operative one year from date. Should a renewal of this authority be considered necessary you will, at a sufficient time before the expiration thereof, notify the Bureau of Navigation to that effect, giving your reasons why a renewal should be granted.

5. Attention is invited to General Order No. 160, dated Aug. 31, 1915, regarding the use of transportation requests and mileage.

Josephine Daniel

(Copied) Bu. C. S. R

NAVY DEPARTMENT,

18694-A (A)
 Refer to No-2-4

BUREAU OF CONSTRUCTION AND REPAIR,
 WASHINGTON, D. C.

MEMORANDUM.

March 19, 1919.

To: Chief of Naval Operations (Aviation).
 ATTENTION: Comdr. J.H. Towers, U.S.N.

Subject: Trans-Atlantic Flight - temporary duty of
 Lieut. Stone, C.G., in connection with.

Reference: (a) Comdr. Towers' Memo. of Mar. 18/19, #Op. Air: 068-A-155.

1. Confirming conversation between Lieut. Comdr. G. Fulton, (C.C.), U.S.N., and Comdr. J.H. Towers, U.S.N., and in accordance with request contained in reference (a), the duties of Lieut. Stone will be arranged so that he will be available to proceed to Beekaway on short notice any time after March 19th, 1919, for work in connection with the tests of the NC type of seaplanes preparatory to the Trans-Atlantic Flight.
2. The Bureau of Construction and Repair will be glad to furnish the services of Lieut. Stone for this work without formal orders and agree not to call on Lieut. Stone for any duty which will interfere with his work under the direction of the Office of Naval Operations (Aviation), in connection with preparations for the Trans-Atlantic Flight. If it develops that there is test work to be performed for this Bureau at Beekaway, or at some locality near Beekaway, the Bureau may feel that Lieut. Stone's services are required, but it is understood that this matter will be taken up with representatives of the Office of Naval Operations (Aviation), and that it will not be permitted to interfere with the Trans-Atlantic work.
3. If Lieut. Stone is to make the Trans-Atlantic Flight and special orders are required, the Bureau will be glad to consent to his temporary detachment from the Bureau for this duty, but requests that the orders be delayed as long as possible and that when issued they be so worded that Lieut. Stone will return to this Bureau for duty upon completion of the Trans-Atlantic Flight.

Copy to:
 Lieut. Stone, C.G.

20-26

NAVY DEPARTMENT
WASHINGTON
5898

E3/Vg

April 21, 1919.

To: First Lieutenant
Elmer F. Stone, U.S.C.G.,
Bureau of Construction & Repair,
Navy Department.
(Chief of Bureau)

SUBJECT: Detached Bureau of Construction &
Repair, Navy Department; to duty
in connection with the Trans-Atlantic
Flight.

1. You are hereby detached from duty in the Bureau of Construction & Repair, Navy Department, and from such other duty as may have been assigned you; will proceed to such place as the NC Seaplane Division One may be, and will report to the Commander, NC Seaplane Division One, for duty in connection with the Trans-Atlantic flight.
2. While assigned to duty with a NC type Seaplane in regular commission, your status will be the same as an officer assigned to a sea-going ship of the Navy.
3. Your designation as a Naval Aviator remains in force until specifically revoked.

MAY 1 1919

/s/ Franklin D. Roosevelt
Acting.

NAVY DEPARTMENT
BUREAU OF NAVIGATION
Certified to be a true copy.
A. S. Healey
By direction Chief of Bureau.

Copy to:
Operations
C & R.
Commo@re Comdt., U.S.C.G.

1st Endorsement
Bureau of Construction and Repair,
Navy Department, Washington, D.C.
May 1, 1919.

1. Delivered. Detached this date.

J. Bennett
By direction.

2nd Endorsement.

Bureau of Construction and Repair
May 1st. Washington D.C.
May 1, 1919.

1. Received
Left Washington D.C. *E. F. Stone*

NC SEAPLANE DIVISION ONE, ROCKAWAY BEACH, L.I.

3rd END: May 2, 1919.

1. Reported.

J. Bennett
Commander, U.S.N.

4TH END: NC SEAPLANE DIVISION ONE, Rockaway Beach, L.I.
May 3, 1919.

From: Commander, NC Seaplane Division One.
To: First Lieutenant Elmer F. Stone, USCG.

1. You are hereby assigned to NC Seaplane No. 4 for duty.

J. Bennett
Commander, USN.

Transportation furnished as follows.

Ticket Washington D.C. to New York, N.Y. #
transportation request NO. N44052 - value \$6.78
" " N44053 (Pullman berth) -
value \$2.00
Left Washington D.C. May 1, 1919,
Arrived Rockaway Beach, N.Y. May 2, 1919
E. F. Stone

THE SERVICE - OLD & NEW

The First Transatlantic Flight

by CAPT Frank A. Erickson (Ret.), '31

Few people know that a U.S. Navy seaplane, piloted by the Coast Guard's first aviator, flew across the Atlantic nine years before Lindberg's flight. Here's the story.

Toward the end of World War I the U.S. Navy, working with pioneer aircraft manufacturer Glenn Curtiss, succeeded in developing a multi-engined long range seaplane for use in anti-submarine warfare. Designated the NC seaplane (N for Navy, C for Curtiss), it was a boxy looking biplane flying boat with outriggers supporting large tail surfaces. Its spruce hull was 45'-9" in length with a beam of 10 feet. Overall length was 68'-3". Its fabric-covered wings had a span of 126'. It was powered by four 400 HP Liberty engines—one on each side of the wing in tractor mode, two in tandem tractor-pusher mode on the centerline.

This was by far the most impressive seaplane developed up to that time. It was supposed to be capable of flying to Europe and taking on submarines upon arrival. If forced down it was supposedly able to survive in any weather.

Hostilities came to an end on 11 November 1918 with the signing of the Armistice; hence there was no longer an immediate need to fly anti-submarine flying boats across the Atlantic. But a race was on to be the first to fly the Atlantic and collect the \$50,000 prize that had been offered by the *London Mail*. Several civilian contestants on both sides of the ocean were working at top speed to be the first. But Commander

John Towers, Naval Aviator No. 3, had other ideas. Although he would not be eligible to win the prize, he wanted the prestige for the U.S. Navy. Anticipating that the war would soon be over, he had already sent a proposal to the Chief of Naval Operations urging that the four NC flying boats then being assembled at Rockaway, N.Y., be formed into a division and flown across the Atlantic as soon as possible.

Soon after the Armistice, Secretary of the Navy Josephus Daniels approved this proposal and put Towers in charge of the operation. Officers for the mission were to be picked from those who had held important assignments at home during the war which prevented them from serving overseas. Towers would command both the Division and one of the four planes. The other three NC flying boats were to be commanded by LCDR's Patrick N. L. Bellinger, Marc A. Mitscher and Albert C. Read. Other key officers were CDR Holden C. Richardson and LT David McCulloch, who were already at NAS, Rockaway Beach; LCDR Robert A. Lavender, a pioneer in the development of aircraft radio; LT James L. Breese, an expert on Liberty engines; and 1ST LT Elmer F. Stone, a Coast Guard officer on loan to the Navy who was serving as Chief Test Pilot for Seaplanes in the Navy's Aviation Division.

No. 2.

7943
NAVY DEPARTMENT
BUREAU OF NAVIGATION
WASHINGTON, D. C.

R.H.
In reply refer to No.
N311/V8

14325-

July 14, 1919.

To: Lieutenant
Elmer F. Stone, U.S.C.G.,
Bureau of Construction and Repair,
Navy Department.
(Chief of Bureau)

Subject: Temporary additional duty.

1. Proceed to the place (or places—in the order given) indicated below, for temporary duty. This is in addition to your present duties and upon the completion thereof you will return to your station:

On July 15, 1919, to Hampton Roads, Va., for duty in connection with the trials of the MF Flying Boat, the N-1 Seaplane and the Torpedo trials of the R-9 Seaplane.

R.H. Leigh
Acting.

Bureau of Construction and Repair,
Navy Department, Washington, D.C.,
July 14, 1919.

1. Delivered.

J. Bennett
By direction.

(Confirming oral instructions of July 12, 1919)

NOTE.—Attention is invited to Article 702, Instructions to Navy Regulations, 1913.

Copy to:
C&R

No. 2.

8493

25 August 1919

In reply refer to No.

89.12 less \$40.00 - remainder 49.12
NAVY DEPARTMENT
Washington, D. C.
BUREAU OF NAVIGATION
Dayton, Ohio and return. WASHINGTON, D. C.

14331-26
H311/Gs

August 5, 1919.

To: First Lieutenant
Elmer F. Stone, U.S.C.G.,
Bureau of Construction & Repair,
Navy Department.
(Chief of Bureau)

Subject: Temporary additional duty.

1. Proceed to the place (or places—in the order given) indicated below, for temporary duty. This is in addition to your present duties and upon the completion thereof you will return to your station:

To Dayton, Ohio, when directed by the Chief of the Bureau of Construction & Repair, in connection with methods of testing U.S. Army Aircraft at McCook Field.

R.H. Leigh
Acting.

First Endorsement
Bureau of Construction and Repair,
Navy Department, Washington, D.C.,
August 6, 1919.

1. Delivered. Proceed as directed.

John B. Smith
By direction.

NOTE.—Attention is invited to Article 702, Instructions to Navy Regulations, 1913.

Copy to:
C & R.

ADDRESS REPLY TO
THE SECRETARY OF THE NAVY
AND REFER TO INITIALS
AND NO.

~~0-117~~
3068-A-2

NAVY DEPARTMENT
WASHINGTON

✓
14-5H
TTC
HSA
HSS

AUG 23 1919

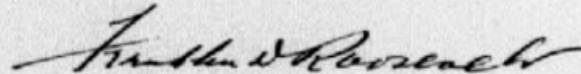
From: Secretary of the Navy.
To: First Lieutenant Elmer F. Stone, USCG,
Bureau of Construction and Repair.

SUBJECT: Commendation.

1. I wish to heartily commend you for your work as Pilot of the Seaplane NC-4 during the recent trans-Atlantic flight expedition. The energy, efficiency, and courage shown by you contributed to the accomplishment of the first trans-Atlantic flight, which feat has brought honor to the American Navy and the entire American nation.

2. In the official report of the NC Seaplane Division One, the Division Commander has called attention to the very commendable manner in which you performed your duties both before and during the flight.

3. A copy of this letter will be placed on file with your official record.



Acting.

Copy to Bureau of Navigation for filing with
official record.

18694-A (C)

1st endorsement

GJ

From: Bureau of Construction and Repair.
To: Lieutenant Elmer F. Stone, USCG.

Subject: Commendation.

1. The Bureau forwards with much pleasure the within commendation by the Navy Department of your work as pilot of the Seaplane NC-4 during the recent trans-Atlantic flight expedition and desires to state that its own experience with your previous work for the Bureau gave it every confidence that your selection for this important position would be fully justified by the outcome.

Taylor

NAVY DEPARTMENT
BUREAU OF NAVIGATION
WASHINGTON, D. C.
15802

14335-3
N311-En/IC.

September 11, 1919.

KKT
In reply address not the signer of
this letter, but Bureau of Navigation,
Navy Department, Washington, D. C.
Refer to No.

To: First Lieutenant
Elmer F. Stone, USCG.,
Bureau of Construction and Repair,
Navy Department.

(Chief of Bureau)

SUBJECT: Relieved all duty with the Navy.

1. Report immediately to the Commodore Commandant,
U.S. Coast Guard, for assignment.

2. Upon receipt of orders from him you will regard
yourself detached from all duty with the Navy.

3. In issuing these orders the Bureau quotes for
your information the following comment by the Bureau of
Construction & Repair: "In parting with Lieutenant Stone, the
Bureau desires to express its appreciation of the services he
has rendered the Bureau during the war. He is not only a
skillful pilot, but an officer of excellent judgement and
considerable technical attainments in the line of aviation so that
he has proved himself peculiarly fitted for the duties to which
he has been assigned."

John H. ...
Bureau of Construction & Repair,
Navy Department, Washington, D.C.

September 18, 1919.

1. Delivered.

John H. ...
Rear Admiral
Chief Constructor of the Navy.

Copy to: Chief of Bureau of C. & R.,
Commodore Commandant, US Coast Guard.

NAVY DEPARTMENT
BUREAU OF NAVIGATION
WASHINGTON, D. C.
23 October 1920

In reply address not the signal of
this letter, but Bureau of Navigation,
Navy Department, Washington, D. C.
Refer to No.

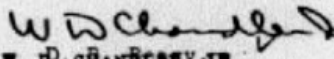
N221-DBB

From: Bureau of Navigation.
To: Lt. Elmer F. Stone, USCG,
Via: Commandant, U. S. Coast Guard,
Washington, D.C.
Subject: Transmittal of Navy Cross and Citation for
same.
Enclosures: Navy Cross and Citation.

1. The Bureau takes pleasure in forwarding
herewith the Navy Cross and Citation bestowed upon
you in accordance with the Act of February 4, 1919.

2. A copy of the citation will be made a
part of your official record.

3. Please acknowledge receipt of the cross
and citation.


W. D. CHANBERRY JR.
By direction.

HEADQUARTERS

29 May, 1933.

From: Commandant.
To: Lieutenant Commander J. F. Stone, Coast Guard Air Base,
Cape May, N.J. (via Commander, New York Division and
Commander, Base 9).
Subject: Commendation - assistance rendered at time of casualty
to Navy airship AKRON and Navy dirigible J-3.
Reference: (a) Flight Report of SIRIUS dated 4 April, 1933.

1. Headquarters has noted the above reference with interest, and takes pleasure in commending you for landing the CG-28 (SIRIUS), in rough sea and forty knot west wind, and picking up the body of Lieutenant Commander Curmins, Commanding Officer of the Navy dirigible J-3.
2. A copy of this letter will be filed with your official record.

H. G. HAMLET.

NEW YORK DIVISION ST 71-651 1st Indorsement. New York, N.Y.,
June, 1, 1933.

1. It gives the Division Commander great pleasure to forward this letter to you.

W. H. SHAW.

BASE 9 - 71 2nd Indorsement. Cape May, N.J.,
2 June, 1933.

1. Forwarded, with the congratulations of the Base Commander.

G. W. McLane.