



AAF 104' Rescue Boat



63' Model R-37A



24' Launch



## CRASH BOAT NEWS



AAF/USAF 85' Rescue



42' Rescue Boat



18' Air Boat "Swamp Glider"

VOLUME  
FOURTEEN

QUARTERLY  
1 JULY, 2003

NUMBER  
TWO

### *Those Marvelous Old Boats. . .*

Among the impedimenta and printed matter accumulated hereabouts in the last sixty years is a dog-eared little multifold pamphlet produced by Dair N. Long Associates. It illustrates and lists some of the specifications of the eighty-five footers he'd designed to meet requirements of the U.S. Army's Quartermaster Corps, Water Transport Division. From men who'd served aboard those handsome vessels we have heard some outrageously inflated claims of these boats' supposed abilities. In an effort to restore some credibility to some of our more outspoken veterans, the *NEWS* presents in this issue two pages of line drawings – the naval architect's own – and part of the specifications list he devised. The October *NEWS* will include the remainder of this information. We hope that these reminders of the specifications they were designed to meet will help to restore our credibility and pride in these marvelous old boats and spread their deserved reputation.

We are indebted to Melbourne J. "Mike" Wilson for first telling us about a group of WWII aircraft forced down on Greenland's icecap in 1942. A 1940's P-38 pilot himself, Mike mentioned *Glacier Girl*, one of those lost fighters, during an 11<sup>th</sup> AAF reunion in Anchorage a couple of years ago. An account of its loss, recovery and restoration fifty years later is our feature story. Our wired readers may learn more at <http://www.TheLostSquadron.com>. Thanks to Greg Werner, the webmaster there, the *News* is able to present this authoritative summary. Bob Cardin, *Glacier Girl's* project director, supplied the "now" photo, and much of the "then" story is gleaned from David Hayes' book, *The Lost Squadron*. What happened to the two-dozen airmen marooned on the icecap also will be recounted in our October issue.

Of course, being July, it's time for 1) our annual Membership Roster and 2) 2003 reunion stuff to ready the hands for our October get-together. Look up your name in the roster and check the information for accuracy. Then fill out the reunion forms. God willing, we'll see you there.

One recruit has recently qualified for membership. He is Robert E. Spencer, Oak Harbor, WA. Welcome aboard, Bob. Stow your duffel at any spare bunk. Look us up when you're in Seattle.

*Clark Green, Editor*

[SseaGreen2@hotmail.com](mailto:SseaGreen2@hotmail.com)

Published by the AAF/USAF Crash Rescue Boat Association, a veterans' non-profit Chapter 501(a) association with business offices located at 204 Gregory Road, West Palm Beach, FL, 33405-5032.

President, Lester M. Adams; Vice-president, Bob Frankovich; Secretary, Wayne Mellesmoen, Treasurer, Robert Hansen. Published quarterly April, July, October, and January.

## President's Message . . .

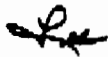
It's time again to think about our October reunion when we will elect four men to the Board of Directors to replace four men whose terms expire then. They are Connor, Cummings, Mellesmoen, and Frankovich. I am asking any members who desire to stand for election to submit their name to the Secretary so that we can have those names on the absentee ballot. You should find the annual roster supplement to this issue. Please take a few moments to scan your listing and those of friends to verify accuracy and completeness. Unless the Secretary is notified of an error or lapse in our data, we may never manage to correct it.

A new member, Walter Gritsavage, is searching for comrades he served with in Korea or on a "Texas Tower." He's listed in the new roster, of course, (correctly, we hope) with telephone and address. Jack Aho, a longtime member, seeks comrades he served with in the 17<sup>th</sup> CRBF in Everett, WA, 1954-'55, and in Panama with the 3<sup>rd</sup> CRBF, 1955-'56. If your own service matches Jack's, you should connect with him using our roster data.

Bud Tretter wants to find anyone who served aboard or has any knowledge or photos of the 85' P-522. That boat is a close sister to our Ass'n P-520 now being rebuilt in his Long Beach shipyard. Both were West Coast boats sold as surplus after WWII. The P-522 was recently for sale in California, and Bud bought it. Its original searchlight is still aboard; Bud plans to reinstall it on the P-520. If any of you know about this boat or her military service, Bud would like to hear from you.

I hope to see many of you at our Tampa reunion this October.

My best regards,



C  
a  
r  
t  
o  
n  
  
b  
y  
  
D  
i  
s  
n  
e  
y

### 10TH EMERGENCY RESCUE BOAT SQUADRON



1942

1945

IN MEMORY OF THOSE BRAVE AND FORGOTTEN  
AIRMEN OF THE 11TH AIR FORCE, WHOM GOD  
CHOSE TO PLACE BEYOND OUR REACH, AND  
WHO LOST THEIR LIVES IN THE UNFORGIVING  
WATERS OF COASTAL ALASKA, THE ALEUTIAN  
ISLANDS, THE NORTH PACIFIC, BERING SEA  
AND THE KURILE ISLANDS.

W  
o  
r  
d  
s  
  
b  
y  
  
C.  
  
C  
l  
o  
u  
d  
y

CWO (Ret.) Bill Hamblen and Mary, out driving one day, stopped at USAF Academy, Colorado Springs, CO. They so admired the 10<sup>th</sup> ERBS plaque there that they requested a quality photo of it. An obliging functionary named Wanda granted their wish and also sent us this nice copy. Admire.

## Great boat for the tropics!

When Dair N. Long considered the success of his 63-ft. rescue boat, he must have thought the Army was handing him *carte blanche* to duplicate that effort when the QM Corps asked him for a boat faster than the 104' and larger than the 63' and capable of crossing an ocean on its own. Roughly speaking, if a boat can make 2400 miles on one fueling, it can cross most oceans with a little planning. I don't know if an 85' ever did that, but presumably it could have, or might have with its little Chrysler Crowns at 6.2 knots. In theory it could go 5180 nautical miles!

And it was fast! Design speed 34.75 knots. In round numbers, that's 40 mph. Legendary Rolls-Merlins do it!

Having served 18 months on one in the Aleutians, my opinion is probably warped, but they were fine boats for the tropics! The Bering sea is not a warm body of water, nor is it often flat. That first winter, our crew was pretty uncomfortable. Every surface inside dripped from our own condensed breaths. The next winter an upright-piano-sized gasoline warehouse heater warmed us with ducting added as "field modifications" by our crew.

The deck gear was "yachty," in appearance. Our California builder's yard enjoyed deserved reputation for its meticulous work on yachts. But most of our shiny cleats had been yanked out by the roots by the time we reached Puget Sound on the way north. A Seattle yard well versed in fishing boats installed industrial size deck fittings that worked! We never lost or even budged one!

One mod made by that yard was our electric windlass. Bolted in down in the forepeak, it was never used, in my recollection. The one time I saw one used on a sistership, the mulish thing shorted out and left the deck gang to haul in 60 fathoms of wire by hand (and a 75-lb hook).

A critical shortcoming in design revealed itself on our way north along the West Coast. The first item on our list of mods for the yard (maybe the second) was to replace the crew's head outlet with a two-inch fitting. Any old 85' crewman can explain that to you doubters.

Another weak point was found in the flybridge engine controls. Subject as they were to corrosion, any approach to a pier or mooring could go precipitously wrong with no warning. Prudent skippers tried the controls in open water before essaying a landing, especially in windy conditions. The Aleutians are seldom anything but! Oh! The crew's shower bath? It became a duffel locker. So practical.

They were marvelous boats despite my gripes. Look over the drawings and specs in this issue and you'll agree.

—Clark Green

## IN MEMORIAM

LEMAN MILLER, 22 MAR., '03 DURANT, OK  
PAUL JENKINS, 3 MAR., '03 CHERRY HILLS, NJ  
PETE SCHNEIDER, 15 MAY, '03 JUNEAU, AK  
ADOLPH PREUSS, 18 MAY, '03 SAN DIEGO, CA

# DESIGN No. 379

## 85-foot AIRCRAFT

### WOODEN RESCUE VESSEL

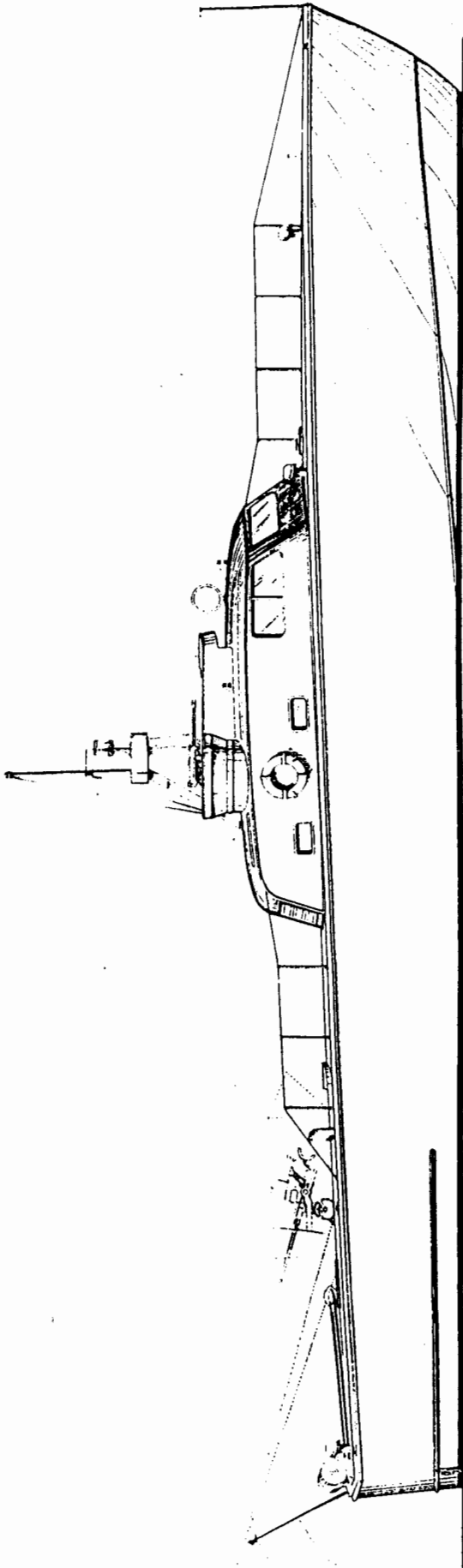
Purpose: Patrol/Rescue

#### PRINCIPAL DIMENSIONS

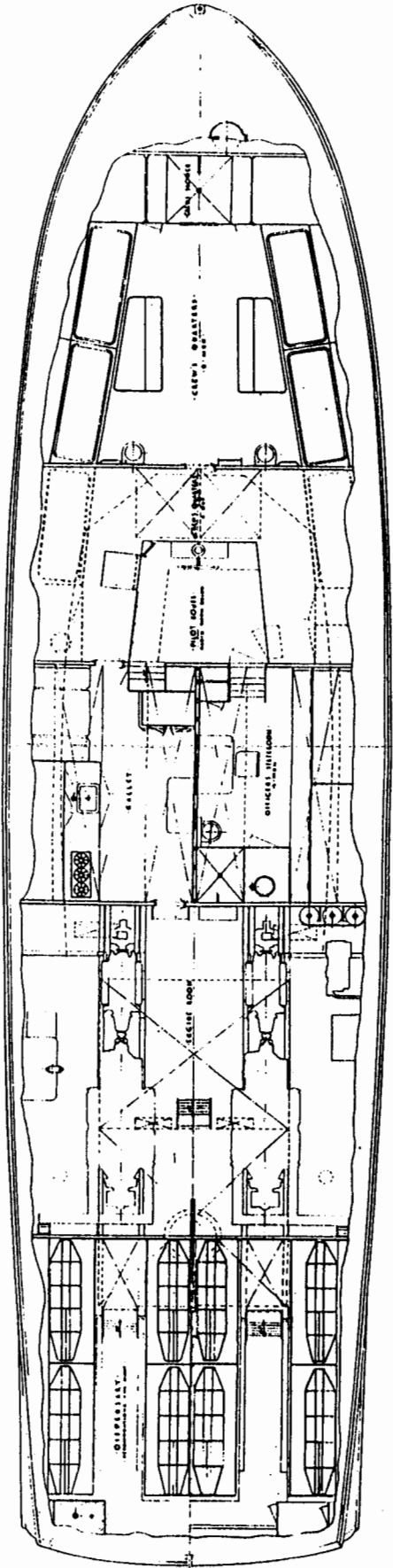
|   |         |
|---|---------|
| Length Overall.....                                       | 85' 0"  |
| Between Perpendiculars.....                               | 78' 10" |
| On Waterline.....   | 78' 10" |
| Beam (molded): on Design L.W.L.....                       | 18' 8"  |
| Maximum Breadth.....                                      | 20' 3"  |
| Depth (Molded at Midship).....                            | 11' 2"  |
| Draft (Maximum to tip of Propeller).....                  | 4' 8"   |
| Block Coefficient.....                                    | 0.380   |
| Prismatic Coefficient.....                                | 0.805   |
| Midship Coefficient.....                                  | 0.472   |
| Length to Beam Ratio.....                                 | 4.330   |
| Tons per Inch.....  | 2.660   |
| Speed-Length Ratio:                   @ 34.75 knots.....  | 3.910   |
| @ 24.30 knots.....  | 2.730   |
| Displacement-Length Ratio:   @46.3 tons displacement..... | 95.000  |

#### GENERAL INFORMATION

|  |                          |                   |
|--|--------------------------|-------------------|
| Speed, Loaded:                                 | Trial Top.....           | est. 34.75 knots  |
|  | Continuous.....          | est. 24.30 knots  |
|  | Cruising.....            | est. 6.20 knots   |
| Displacement:                                  | Light.....               | 31.50 long tons   |
|  | Loaded.....              | 46.30 long tons   |
| Cargo Capacity.....                            |                          | none              |
| Lubrication Oil Capacity.....                  |                          | 70 gallons        |
| Fuel, Gasoline, 87-91 Octane.....              | 3840 gallons –           | 10.30 long tons   |
| Fresh Water.....                               | 500 gallons –            | 1.67 long tons    |
| Running Hours: On Main Engines @ 2000 rpm..... |                          | 23 hours          |
|  | On Cruising Engines..... | 850 hours         |
| Range:   at 24.3 knots.....                    |                          | 644 statue miles  |
|  | at 6.2 knots .....       | 6035 statue miles |
| Steering Gear.....                             |                          | manual            |
| Anchors:   1 Danforth @ .....                  |                          | 75 lbs            |
|  | 1 Danforth @ .....       | 100 lbs           |
| Anchor Line, Manila: 1.....                    | 1 ¼ " x 75 fathoms       |                   |
|  | 1.....                   | 1 " x 50 fathoms  |



OUTBOARD PROFILE



INBOARD PLAN

## ***Phoenix Premiere Draws Interest in "Crash Boat," Honor Guard Adds Spiff***

**PHOENIX, AZ—5/12/03—**The crash boat video filmed by Ms Trish Kinney premiered here on Monday, May 12, invited by the theater's owner, Dan Harkins, who has a chain of theaters in Arizona. The screening impressed an audience of Arizonans and military veterans. Their reactions blended laughter and tears; however, most viewers had no idea what a crash boat was or that they even existed, Kinney reported.

**CRASH BOATS: Air Force Sailors in WWII and Korea** has now had three public screenings: At Newport Beach, in '02; Village East Theater in New York, April, '03, and now Phoenix. Kinney tells the *News* that more requests for screenings and copies of the video have "inundated" her Home of the Brave office in Tempe, AZ.

Luke AFB turned out an honor guard for the recent showing, and the base CO honored crash boat veterans attending with a special pin. Present for the affair were Charles and Marje Cloudy, Ketchikan, AK; Ed Lewis, Scottsdale; Bud Tretter, Long Beach, CA; Robert and Aggie Hansen, Pine, AZ; Lou Risolio, Dallas, TX, and Joe Placente, Toms River, NJ. Also present was Kathy Leek, the energetic PR lady who pulled together our fabulous reunion aboard *Dreammaker (ex-P-510)* in Newport Beach, November, 2001.

Placente and Joe McFalls, Tampa, FL, both attended in New York and were joined by former shipmate Danny Del Giorno who drove in from Long Island for the event. He had not seen his old buddies since Korea days.

Kinney also has produced a short television spot including clips from the crash boat video documentary which has generated viewer interest. CRB members who helped fund the production and even appeared in the film anxiously await its sale to, and broadcast by, a television network.

# NOTICE OF ELECTION

This is your official ballot for absentee voting in the 2003 election, if you do not intend to cast your vote at the October reunion in Tampa. Indicate your choice by voting for 4 men to serve on the Board of Directors. *Write-ins are permissible if your selectee has consented to serve.* After executing this ballot, mark the back side of your postal envelope as "Absentee Ballot," and mail to: Wayne Mellesmoen, 204 Gregory Road, West Palm Beach, FL, 33405-5032

JOE CONNOR \_\_\_\_\_

AAF/USAF CRB ASS'N.  
ABSENTEE ELECTION BALLOT, 11 OCT. 2003

BOB FRANKOVICH \_\_\_\_\_

JIM CUMMINGS \_\_\_\_\_

VOTE for FOUR

WAYNE MELLESMOEN \_\_\_\_\_

(WRITE IN)

(WRITE IN)

cut on this line for mailing

## We Get Letters. . .

**Subj: Glacier Girl**

**Date: 5/18/03**

**To: SC Green**

Clark,

There was a presentation of the *Glacier Girl* at the Museum of Flight a month ago. They invited me to sit in as a surviving P-38 combat pilot, which I did, and made some new friends whose fathers had flown the big fighter.

Gil Lund once worked for me at Boeing. He got into the hole digging business after a periodic Boeing layoff, dug mines in South Africa and designed the hydraulic system that lifts and rotates the lower West Seattle bridge. This is the largest diameter hydraulic system in the world.

Oh, yes; I nearly forgot the reason for introducing Gil. He made three trips to Greenland and designed parts of the system that got the poor old P-38 out of the hole in the ice.

That airplane should not be flown!

The guy they hired to fly it did an airshow job; what we used to call "Shining our ass;" exactly the sort of flying that tends to make big holes in the ground. The P-38 is historically significant, and the *Glacier Girl* especially so. It should be in a well-endowed museum.

Thanks for giving me a chance to unload my prejudices.

Harry Clark Higgins, Seattle. WA

Sunday, 11 May, 2003

Dear Sir,

I have been researching the 63ft MIAMI type rescue boats for some years. I have produced a list of those that served in RAF, RAAF (RAN) and SAAF with their disposals / fates.

I have some knowledge of the numbers allocated to US Army boats, but I have no idea of the number of units allocated to the USAF.

Is there such a thing as a list of USAF 63ft boats with their "hull" numbers or "pennant" numbers?

I am also trying to locate a good photo of a 63ft type in USAF colours.

Hope you can help

Regards,

Terry Holtham, Ivybridge, Devon,  
England

From: Merrie England

Date: Monday, 19 May, 2003

Dear Clark,

Very many thanks for your work on my behalf. I have had replies from Lester Adams (very useful), Henry Payne, and Chuck Fowler, to all of whom I have responded with specific requests in response to what they could offer me.

My apologies for taking so long to reply, after you having been so swift, but it was my daughter's birthday this weekend last and "boats" had to take a big back seat for a few days.

Once again thanks for your help, and if I may be of any assistance to yourself, please get in touch.

Regards and thanks,

Terry Holtham, Ivybridge, Devon,  
England

*Thank you, Terry. Not every day is -Ed termed "swift," more's the pity.*

Mon., 8 May '02

Dear Clark,

I certainly enjoyed seeing the pix of P-269 in your latest *News*. It brought back a lot of memories - most about

Biloxi, Squadron 3-2 (Crash Boat) 3704<sup>th</sup> AAF Base, Keesler Field. As I mention to Les Adams in some nice letters we exchanged in 2000, I have never looked on my AAF service as anything that helped the war effort, but that I was very lucky to be involved in.

Probably one of my most difficult jobs was to learn how to keep from drowning by taking off my pants and making water wings out of them. Thank goodness the water around Biloxi was shallow for miles out! This (*his lack of notation*) was especially embarrassing because only a few years earlier my wife Jean had won the U.S. National Freestyle 200-m. swimming title. I've loved water all my life, but not in it.

Unfortunately, in 2001 my wife for 61 years died, then a year later my son had cancer and died Jan. 2, '03, but still I apologize for not writing sooner. I feel stupid for not remembering even one name of my crew on 629, but (*then*) I took over an 85-footer and went on patrol under B-17 flights over the Gulf. My discharge somewhere shows 64 such patrols, but I'm not sure exactly what distance they covered. I recall we were mighty happy to be in the Gulf of Mexico, no matter how rough it got, rather than in the South Pacific.

Sincerely,  
Jack Sutphen, San Diego, CA

Air Rescue Association  
REUNION  
"100<sup>TH</sup> Anniversary of Flight"  
7 - 10 October  
Dayton, OH  
ARA, P.O. Box 300945,  
Fern Park, FL 32730-0945  
sgonzalez2@cfl.rr.com

# Hotel offers many amenities and convenient location to Tampa Bay attractions

**Crowne Plaza Hotel central to Tampa Bay points of interest; Has ultra-modern amenities**

Calling itself "best of the best" of more than 150 other Crowne Plazas worldwide, the Tampa Westshore on Westshore Boulevard sets itself as standard for local area hostelrys to emulate. Indeed, if competing inns were not built in the last ten

years or so, they may have a larger hurdle to leap than they thought.

This house routinely puts a pair phones in each room; one standard and one cordless. Add high speed internet access, two separate lines, private voicemail, speakerphone, and modern hookups, and any guest could suffer information overload.

Each room has a coffeemaker, hair

dryer, iron and board, weekday comp newspaper, and cable TV.

It's located just two miles from the Tampa International Airport and a two-block walk from upscale malls, shopping, restaurants, and nightlife. The hotel gives free rides 24/7 to the locales mentioned above.

Their literature seems to promise our being pampered in Tampa.

## OPTIONAL MAIL-IN HOTEL REGISTRATION FORM // OR SAVE FOR YOUR OWN RECORD

For room reservations call Crowne Plaza Hotel in Tampa at 1-813-289-8200. To register toll-free, call 1-800-227-6963. To receive our negotiated rate, you must make reservations by Sept. 30, 2003. When calling for rooms, tell them you are attending the reunion, Code USA. Room rates are \$79 (+ tax) per night for Fri., Sat., & Sun. (Oct. 10, 11, 12, and for three days before and after those dates). All room rates have a 12 % tax to be added.

Name \_\_\_\_\_ Spouse/Guest \_\_\_\_\_

St. Address \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_ Phone (\_\_\_\_) \_\_\_\_\_

Arrival date \_\_\_\_\_ Departure date \_\_\_\_\_ Room type \_\_\_\_\_ SM \_\_\_\_\_ NS \_\_\_\_\_

Enclosed is check or money order deposit for first night's room OR my CREDIT CARD NUMBER to guarantee my reservation. . CC ISSUER \_\_\_\_\_ CARD # \_\_\_\_\_ EXP. DATE \_\_\_\_\_

The Hotel staff will do their utmost to accommodate any special needs or requests.

**PLEASE PHONE OR MAIL IN HOTEL RESERVATION FORM TO ARRIVE ON OR BEFORE SEPT. 30, 2003.**

**CROWNE PLAZA HOTEL**  
700 NORTH WESTSHORE BLVD., TAMPA, FL 33609  
1-813-289-8200

*Rooms available for the  
Physically Impaired*



## TAMPA, FL, REUNION, OCT. 10-11-12, 2003 CRB REUNION REGISTRATION FORM

Mail this form with your check payable to AAF/USAF CRB Assn. for registration fee at \$85 per person to:  
John E. Hagan, 7035 Mt. Essex Dr. N.E., St. Petersburg, FL. 33702

Name \_\_\_\_\_ Wife/Guest \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_ Phone (\_\_\_\_) \_\_\_\_\_

Arrival Date \_\_\_\_\_ Total \$ enclosed \_\_\_\_\_ Departure Date \_\_\_\_\_

Donation \_\_\_\_\_ Need CRB Nametag for \_\_\_\_\_

Meal choice for Saturday night Dinner: Beef or chicken. Self \_\_\_\_\_ Wife \_\_\_\_\_  
Guest \_\_\_\_\_

Special Dietary needs \_\_\_\_\_

**All reunion meals  
require a ticket.  
Hagan says, "No  
tickee, no meall"  
Save your tickees!**

**NOTE: Send this form with your registration fee check or money order made payable to AAF/USAF CRB ASSN. (Please do not make checks payable to any Assn. officer by name). Mail to John Hagan Postmarked by 30 Sept. '03**