

FIRST COAST GUARD AVIATION GROUP

NAVAL AIR STA., PENSACOLA, FLA.

MAR. 22, 1917



Left to right:

C. T. Thrun, CMAA
J. F. Powers, Oiler 1st Cl.
L. C. White, Ship's Writer
C. Griffin, MAA
John Wicks, Surfman
Robert Donohue, 3rd Lt.

C. E. Sugden, 2nd Lt. (Eng)
E. A. Coffin, 2nd Lt.
S. V. Parker, 1st Lt.
P. B. Eaton, 2nd Lt. (Eng)
E. F. Stone, 3rd Lt.
Ora Young, Surfman No. 1

W. R. Malew, Cox'n
J. Myers, Surfman
J. Medusky, Asst. MAA
R. F. Gillis, Signal QM
W. S. Anderson, Surman
L. M. Melka, Signal Q.M.

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PHOTOGRAPHY DIVISION

PHOTOGRAPHERS

20691

MARGIN RESERVED FOR BINDING
 N. B.—WRITE PLAINLY, WITH UNFADING INK—THIS IS A PERMANENT RECORD. Every item of information should be carefully supplied. AGE should be stated EXACTLY. PHYSICIANS should state CAUSE OF DEATH in plain terms that it may be properly classified. Exact statement of occupation is very important.

County.....
 Township..... of Lower YTD or Borough Certified Copy of the Original
 City U.S.C.G. Air Station No. Ward
 (If death occurred in a hospital or institution give its NAME instead of street and number.)
 2 FULL NAME
 (Surname last) Thrun, Charles T. (Chief Gunner) If a veteran what war? S. Lee Lemmon
 (First name here)
 3 Residence. No. 277 Windsor Ave. St. Ward
 (Usual place of abode; in institutions, homes, etc., former residence should be stated.) (If non-resident give city, town and State.)
 Length of residence in city or town where death occurred yrs. mos. days. How long in U. S., if of foreign birth? yrs. mos. days.

PERSONAL AND STATISTICAL PARTICULARS

4 SEX M 5 COLOR OR RACE White 6 Single, Married, Widowed or Divorced (write the word) Married

7 If married, widowed or divorced HUSBAND OF (or) WIFE OF (Give full maiden name) Mona M. Selig

8 DATE OF BIRTH (month, day and year) March 2 1886

9 AGE Years Months Days If Less Than One Day Hrs. Min.
48 10 17

OCCUPATION Trade, profession, or particular kind of work done, as spinner, sawyer, bookkeeper, etc. Areoplane Pilot
 Industry or business in which work was done, as silk mill, saw mill, bank, etc. U. S. C. G.
 Date deceased last worked at this occupation (month and year) 1/19/35 Total time (years) spent in this occupation

11 BIRTHPLACE (city or town) Toledo, Ohio (State or country)

FATHER 12 NAME Carl Thrun

13 BIRTHPLACE (city or town) England (State or country)

MOTHER 14 MAIDEN NAME Unknown

13a BIRTHPLACE (city or town) Germany (State or country)

15 SIGNATURE OF INFORMANT Lieut. F. R. Burke (Address) U.S.C.G. Sta. Cape May, N. J.

20 PLACE OF BURIAL (Cremation or Removal) Arlington Nat. Cemty., Virginia.
 DATE Jan. 23 1935

21 FUNERAL DIRECTOR Earl Hollingshead N. J. License No. 1034 (Address) Cape May, N. J.

16 RECEIVED Jan. 21 1935 T. Lee Lemmon. Local Registrar.

MEDICAL CERTIFICATE OF DEATH

17 DATE OF DEATH January 19th 1935

18 I HEREBY CERTIFY, That I ~~attested~~ deceased from Jan. 19th 1935 to viewed 19.....

I last saw h..... alive on....., 19....., death is said to have occurred on the date stated above, at.....m.

The principal cause of death and related causes of importance in order of onset were as follows:

Drowned, his plane fell from air on Harbor and turned over. He was held under water until dead.

Date of onset

Contributory causes of importance not related to principal cause:

Name of operation.....Date of.....

What test confirmed diagnosis?.....

Was there an autopsy? no

If death was due to external causes (violence) fill in also the following Date of Accident, suicide, or homicide?.....injury.....19.....

Where did injury occur?..... (Specify city or town, county, and State)

Specify whether injury occurred in industry, in home, or in public place.

Manner of injury.....

Nature of injury.....

Was disease or injury in any way related to occupation of deceased?.....

If so, specify.....

(Signed) Leaming J. Hand, Coroner, D.

(Address) Cape May, R.D., N. J.

Unit Assigned	Date Ordered	Date Reported	Duty
FLA. NAVAL AIR STA. PENSACOLA		11-6-18	
FLA. SUB-CHASER PATROL, KEYWEST	11-3-19	11-8-19	
SUB-CHASERS 152 & 155		1-26-20	
CG AVIATION STA. MOREHEAD	3-24-20	4-4-20	
FLA. AIR SVC SCHOOL, ARCADIA	8-12-21	8-19-21	
PAMLICO	12-17-21	1-4-22	12/14/21
YAMACRAW	5-23-22	6-8-22	
MODOC	9-15-23	10-11-23	
BASE 6	11-5-24	11-26-24	
BASE (9) (AVIATION)	7-20-26	8-5-26	Aviation
MIAMI AIR STATION	1-25-33	2-7-33	Aviation
CAPE MAY AIR STA	7-28-34	8-19-34	AVIATION
<p><i>Dis - Jan. 17, 1935 -</i></p> <p><i>Program completed.</i></p>			

THRUN, C.T.

Chief Gunner 26-1

26-1

~~CONFIDENTIAL~~

FLIGHT REPORT

COAST GUARD AIR STATION,
CAPE MAY, NEW JERSEY.

FLIGHT NO. 1701

DATE 16 June 1952

PLANE C-47

PILOT C. T. Thrun PASSENGERS Lt. Comdr. G. W. MacLene
Dr. F. R. Hughes, USN, J. J. Barry

WEATHER Heavy squalls VISIBILITY 10 - 1 miles SEA Heavy squalls

TOTAL TIME IN AIR _____ HRS. 15 MINS. MILES CRUISED 17.5

AREA COVERED 37.5 SQ. MILES VESSELS IDENTIFIED 1

PLANE LEFT Air Station, Cape May, N.J. TIME 1630

INTERMEDIATE LANDING at New Warwick Island TIME 1655 - 1700

FINAL LANDING at Air Station, Cape May, N.J. TIME 1730

DIFFICULTIES See Pilot's remarks.

MISSION: To take medical assistance to U.S. SAN ANTONIO, reported 30 miles south of Winter Quarter Light Vessel.

REMARKS: Upon return to Air Station of Chief Gunner Thrun, the only pilot at Cape May on this date, notified him of condition at 1630. Took off as noted above with Dr. F. R. Hughes, USN, located at SAN ANTONIO at Warwick Light Vessel, landed close by her. Boat was sent from the SAN ANTONIO and took Dr. Hughes on board. Owing to condition of sea, and approach of heavier squalls was it advisable to take off and return to Cape May at once. This was done, having made arrangements to take off Dr. Hughes by patrol boat at Lewis, Delaware. Took off at 1720, landing at Cape May at 1740.

G. W. MacLene, observer,
Lieutenant Commander.

Pilot's Remarks: Upon examination of plane after flight the following damage was found: About 1 1/2 square feet of the lower surface of the right horizontal stabilizer dished in at the strut fitting station. A number of rivets loose. Bottom plates dished in on right side between the front spar bulkhead and forward compartment bulkhead. Front spar bulkhead dished, and a number of rivets sheared, at the junction of the bulkhead and bottom plates. Two bottom frames, forward of front spar bulkhead dished and bent. Right side of hull dished and bent in several places.

C. T. Thrun, Pilot,
Chief Gunner.

Approved: C. T. Thrun, Chief Gunner,
Commanding Officer.

Forwarded, approved: G. W. MacLene,
Commander, Section Base Mine.

U. S. COAST GUARD'S FIRST AVIATION GROUP

The Class of 1916 became the first Coast Guard Aviators. They are shown at the Naval Air Station, Pensacola, Fla., with their crewmen at the time of graduation. Of the 18 pictured, nine remained in the U. S. Coast Guard, three became Rear Admirals, one a Vice Admiral, while another won the Congressional Medal for a historical contribution to aviation.

(Left to right):

C. T. Thron, Master at Arms, later a warrant officer who was killed while flying at Cape May, N. J., in January, 1935;

J. F. Powers, Oiler First Class

George Ott, Ship's Writer)

C. Griffin, Master at Arms) who later left the Service;

John Wicks, Surfman)

Third Lieut. Robert Donohue, who became Rear Admiral, was Chief, Air-Sea Rescue Officer, Chief, Personnel Officer, at Headquarters, retired June 1, 1946, died April 4, 1964;

Second Lieut. C. E. Sugden, who retired a Captain on August 1, 1946;

Second Lieut. E. A. Coffin, who retired a Rear Admiral on April 1, 1950;

First Lieut. S. V. Parker, who retired as Vice Admiral Sept. 1, 1947;

Second Lieut. P. B. Eaton, who became Rear Admiral and Assistant Engineer-in-Chief at Headquarters, retired Aug. 31, 1946, died May 18, 1958;

*Third Lieut. E. F. Bone, designated Coast Guard Aviator No. 1 who in 1919 made history as pilot of the Navy Seaplane NC4 that made the first trans-Atlantic crossing, was a Commander when he died May 20, 1936.

Ora Young, Surfman)

W. R. Malow, Coxswain)

J. Meyers, Surfman) who later left the Service;

J. Medusky, Asst. Master at Arms)

R. F. Gillis, Signal Quartermaster)

Surfman, who retired as a Lieut. Commander,

From: Public Relations Division
U. S. Coast Guard Headquarters
Washington, D. C.

CHIEF GUNNER CHARLES THEODORE THRUN, USCG (Deceased)

Charles Theodore Thrun of the U. S. Coast Guard died from drowning in a plane crash while on active duty in January, 1935, at Cape May, New Jersey. He was born 2 March, 1886, at Toledo, Ohio, the son of the late Carl H. and Evelyn Thrun.

He enlisted 5 May, 1908, as an ordinary seaman and advanced in rating as follows: seaman, 1 November, 1908; quartermaster, 16 July, 1909; master-at-arms, 23 March, 1911. He remained in the latter rating until 1917 when he was appointed Warrant Gunner.

He qualified as a Naval Aviator and Coast Guard Aviator (seaplane) on 8 June, 1918, and served on board the USS HUNTINGTON during World War I. In recognition of this service he was awarded the Victory Medal with Aviation Clasp.

During the years 1920 and 1921 he was assigned to the Coast Guard Air Station at Morehead, North Carolina, and from January, 1922 until November, 1924 he served on board the cutters PAMLICO, YAMACRAW and MODOC. From that time until his death he was assigned to aviation duty at the Coast Guard Section Base, Fort Lauderdale, Florida, and the Coast Guard Air Stations at Miami, Florida, and Cape May, New Jersey.

After receiving the appointment of Gunner (warrant) 1 December, 1917, he was commissioned a Chief Gunner on 29 September, 1924.

He was married to Mona Selig Bigelow, 1 October, 1924, and a daughter, Mona Saunders Thrun, was born to them on 12 October, 1933.

24 May, 1945

at a mile—but that lay before the wind—that fella was says. He stood for the vessel's he had altered ng directly in-shoals. Tear-dug into his orted it in the ing down the erness was sud- ing red flare—ep off".

res

in Dan waited heed his warn- ship held her signaled those en seen by the ol, by burning he latter had picked up his an to his near- in touch with s shore through eas or the spray l that night, ered for the light. Paine, on duty e hill near the rligant eye on e too suddenly lter her course as a plenty for to the station of comfortable r boots, oillers. eaded by their iels, the crew at room, while had the tracul the lifeboat

Seas

and the surf he crew quick- vers and pre-ely made to soon as the he vessel along ey said to his n for an hour, g off Highland," and with a e skipper went ot house aft. son eased the was flung over and gale while about an hour suddenly freeze a sea to settle and seemingly a. Hanging on at spun from above the gale t, but inst'net, e veteran skip- wrong, for he gering manner of his vessel.

se

they were off for all hands r now plunged ther and son ove it hard up e. In this they eeded the rud- little headway moment a huge broadside and at she headed As these huge

seas follow one after the other, the next sea struck her squarely under her stern and lifted her on to the outer sand bar.

Seething Seas

The vessel now quivered from stem to stern by the impact of tons of white seething seas, as she lay in this helpless position, until following seas lifted her off the outer bar into deep water—only to be forced along inshore and on to the inner shoal. In the meantime, the crew, realizing their impending danger, had taken to the rigging, but their position was such, that the now giant combers smashing against the side of the stricken craft, with her masts swaying drunkenly, they were fearful of being washed overboard, and began to make their way down to the now sharply listed deck to seek refuge in the shelter of the pilot house, where one of the crew hugged their mascot "Buddy" a little mongrel pup.

In Grave Danger

Both vessel and crew were now in a very dangerous plight, but filled with hope by the presence of the Coast Guard directly opposite on the beach—whose faint flare of lights shone through the flying spray—assured them of safety if humanly possible. During this time Mr. Daniels and his crew were battling with the mighty breakers to launch their lifeboat, and were successful in getting over the first line of breakers. Cautiously working the lifeboat through head-on seas, they managed to get within hailing distance of the helpless schooner and her crew, to assure them of taking them off, but the odds were all against them when Old Lady Nature and Old Father Neptune working hand in hand, sent in an unusually mighty comber that caught the lifeboat in its clutches and hurled it inshore—throwing out the entire crew who were fortunate to crawl up the beach out of any further danger, drenched with the icy waters. On their feet again, and after righting their lifeboat and putting it in ship-shape, another attempt was made to put off to the stranded vessel, but it appeared that the unruly seas, gale and darkness, would not permit a rescue by lifeboat.

Almost Overboard

While this gallant fight was being made by the Coast Guard, Capt. Hickey—in an attempt to obtain some personal affects from another part of the ship—was caught by a snarling green sea that swept him off his feet—and as he rolled over the lee rail he managed to grasp a rope that enabled him to haul himself on board again. The Coast Guard crew had been busy rigging up their breeches buoy, in preparation to shooting a line over the now badly wrecked schooner, and:

While angry seas swept o'er the ship,
Seven men, with all their strength did cling,
Fearful of frigid cold their hold might slip,
To sever the hope of what dawn would bring.

Perhaps one can picture the plight of these men huddled together in the lee of the small pilot house, which fortunately had not been swept away by the heavy seas smashing broadside against the vessel, throwing tons of water clear over them as the ship lay on its side rolling back and forth with every heave of the sea. Creaking and straining timbers, hatch covers swept away, and slimy fish slattering around their feet, while they stood shivering in the bitter cold trying to pierce the black gulf of night that lay between them and the faintly moving lights of the Coast Guards on shore, with a gale of wind behind them and the

(Concluded on Page 37)



GONE WEST

*So Thrun, old boy, your cruise is done,
No more you'll chart the blue.
You gambled Fate and Fate has won,
As Fate must always do.
You died while on the wing, old chap,
And though we cannot know,
We think that, after all, mayhap,
You would have wished it so.*

Chief Gunner Charles T. Thrun, U. S. C. G., attached to the Cape May Air Station, was killed when his plane nose dived at Cape May. Aviation Motor Machinist's Mate Kermit Parker, the only other occupant of the plane escaped with a shock. Mr. Thrun's body was removed from the plane by Lieutenant R. L. Burke, who dived down in the icy water for that purpose. The body had been immersed about one-half hour. Every effort was made to resuscitate Gunner Thrun but after 7½ hours he was pronounced dead. Burial was held at Arlington with full military honors on January 24. Secretary Morgenthau and the Commandant sent a message of sympathy to the widow.

Chief Gunner Thrun was a highly capable and devoted officer. He was born at Toledo, Ohio on March 2, 1886 and entered the Coast Guard on May 5, 1908. He was in the aviation branch of the Service for 15 years. He reported at the Naval Air Station at Pensacola on November 6, 1918 and in the following year was detailed to the Subchaser Patrol at Key West. In March, 1920, he was attached to the Coast Guard Aviation Station at Morehead City, North Carolina, and except for service on the PAMLICO, YAMACRAW and MODOC, from 1921 to 1923, he served almost continuously in the aviation branch. On June 23, 1932, he was commended by the Commandant for making a flight, under adverse conditions, in a seaplane CG-28, with Dr. Hughes, Medical Officer of the Air Station at Cape May, to the steamship SAN ANTONIO off Fenwick Light vessel. Dr. Hughes rendered medical treatment to a sick member of the crew, undoubtedly saving the man's life.

Chief Gunner Thrun is survived by his wife, Mrs. Mona Thrun, and one daughter.



Coast Guard Magazine
March, 1935
p. 4. Aviation

NOTICES have these columns from gesting that enlisted out qualifications alo tion with special at al ability submit th signment to aviation numerous requests I Several have been a deal have been disap son that they did no quests their full qu duty. It is strongly future, men desiring mitting requests for clearly and specifica tions for this duty. going aviation traini units:

- Air Station, Sa
- Air Station, Ca
- Air Station, M
- Air Station, S
- Air Station, Bi

Numerous requests from personnel stat Coast. Very few of been accepted, but a placed on file pendi such time as air stat mission on the We quests will be give cording to the quali past records of the r requests. It is need sibilities for compet the Aviation Section

THERE have bee quarters for assign ida. These request Headquarters due to to the above traini or in the future.

I Men desiring a equal rating should been noted on num that one man subm stations. This req the unit to which h put on by the secon stating his agreem is looked upon with discontinued. It is exchange of statior

Headquarters
"Word has co.
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