

*Missions for America
Semper vigilans!
Semper volans!*



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CURRENT EVENTS

Successful Blue Origin Passenger Flight

Blue Origin flew a crew and six passengers to the edge of space on the New Shepard rocket on Friday, 22 November, in its ninth human space flight mission. The New Shepard rocket launched from Corn Ranch, commonly referred to as Launch Site One (LSO), approximately 30 miles north of the town of Van Horn, Texas.

After separating from the crew capsule, the New Shepard booster successfully returned to Earth, touching back down on the landing pad about seven minutes and 25 seconds into the mission. This was the 12th flight for the booster.



Blue Origin Touching Down (Credit: Blue Origin)

The crew capsule reached an apogee of 347,661 feet above ground level, and returned to Earth, landing with parachutes after 10 minutes and 15 seconds of total mission time.

USMC KC-130J Circumnavigates the Earth

A USMC Lockheed KC-130J departed MCAS Miramar, California on a 14 day journey to deliver equipment to Camp Lemonnier, the primary base of operations for Africa Command, Djibouti on the Horn of Africa. The mission was also an exercise in air-to-air refueling and long-distance logistics.



Refueling at Changi Airport, Singapore (Credit: USMC/Sgt. Emeline Swyers)

The aircraft from Marine Aerial Refueler Transport Squadron 352 (VMGR-352) took 14 days, stopping at 11 different bases which included Hawaii, Wake Island, Guam, Diego Singapore, Diego Garcia, Qatar, Greece, England and Maine

FEATURE ARTICLE

The Aircraft at Pearl Harbor

When the oft repeated story of the Japanese attack on Pearl Harbor is told, the list of the ships present are almost always mentioned. But rarely do we find a list of the aircraft involved. Here is a short photo-essay about those aircraft.

The attack force, The *Kido Butai* (Mobile Force), was commanded by Adm, Chiuchi Nagumo, and consisted of all six of the Japanese fleet carriers, *Akagi*, *Kaga*, *Soryu*, *Hiryu*, *Shokaku* and *Zuikaku* supported by battleships, cruisers, and destroyers.

At Pearl, most of the capital ships of the US Pacific Fleet were moored in line on Battleship Row on the northeast side of Ford Island. These were the *California*, *Maryland*, *Oklahoma*, *Tennessee*, *West Virginia*, *Arizona*, and *Nevada*. The *Pennsylvania* was in dry dock.

In addition, two heavy cruisers, six light cruisers, and 29 destroyers were either docked or moored in the harbor. One destroyer, *USS Ward* was patrolling the entrance channel and fired upon, depth charged, and sunk a Japanese midget submarine several hours before the air attack commenced.

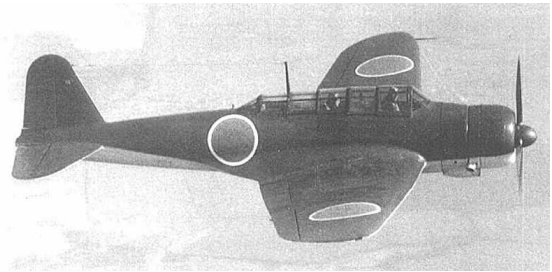
There were also two US aircraft carriers operating out of Pearl. The *USS Enterprise* was 200 miles west and inbound after delivering Squadron 211 to Wake Island. The *USS Lexington* was 400 miles west ferrying USMC Bomber Squadron VMSB-231 to Midway Island.

Japanese carrier aircraft, led by Commander Mitsuo Fuchida struck in two waves. The first wave, 183 aircraft, had two missions. Airfields were attacked and torpedo planes and horizontal bombers struck the fleet. The second wave, led by Lt. Cmdr. Shimikake Sigekuzu, consisted of 167 horizontal bombers, dive bombers, and torpedo aircraft and attacked other ships in the harbor and planes on the airfields.

The Japanese attack force consisted of around 440 aircraft, approximately 108 Mitsubishi A6M Zero fighters, 143 Nakajima B5N Kate torpedo bombers, and 150 Aichi D3A Val dive bombers.

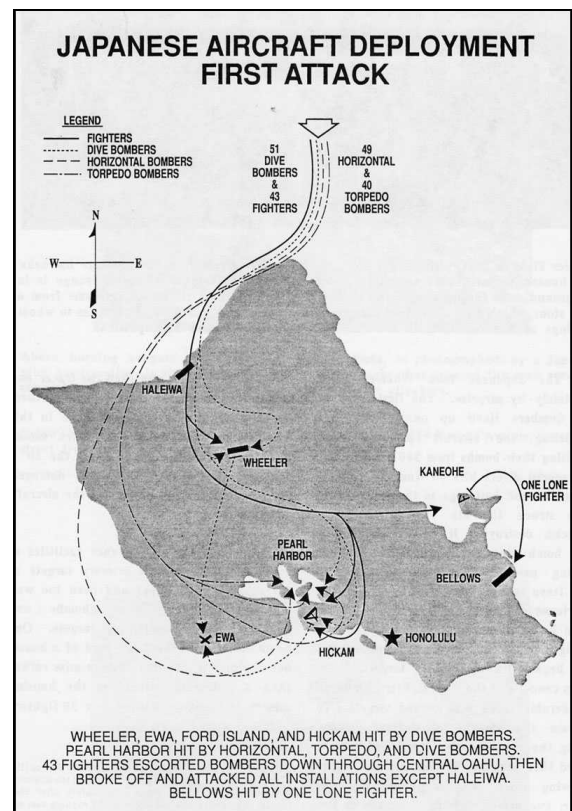
In addition, a handful of Aichi E13A Jake float planes were carried by the battleships and cruiser for scouting duties.

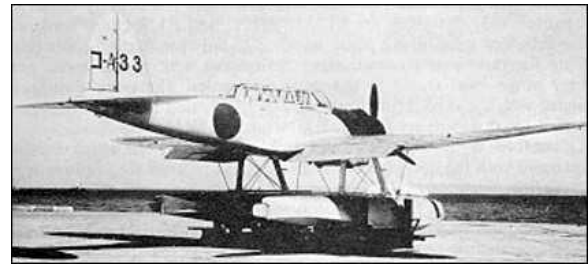
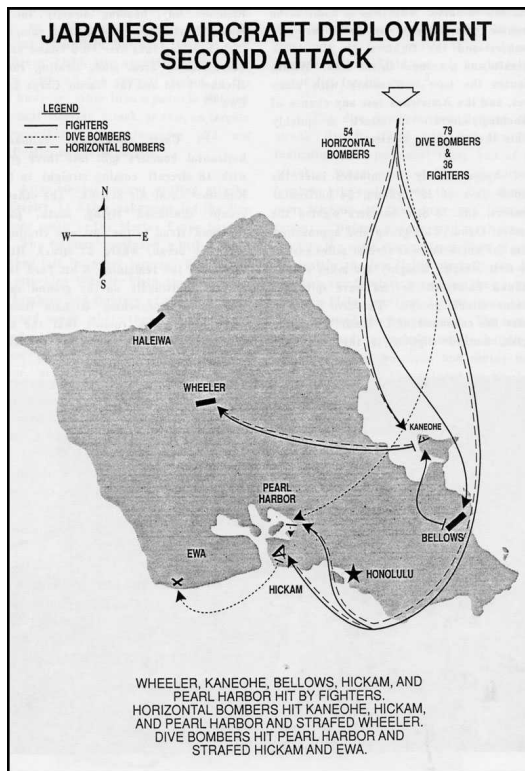
THE JAPANESE AIRCRAFT



Nakajima B5N Kate

The force leader, Commander Mitsuo Fuchida flew in a Kate and sent the signal, Tora! Tora! Tora! signifying that surprise had been achieved.

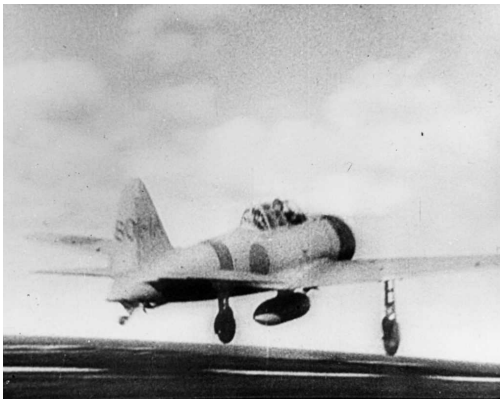




Aichi E13A Jake

The Jake was the standard scout plane carried In the United States, it was 07 December, 0748 Hawaii time or 1248 Eastern Standard Time. The Japanese Navy kept Tokyo time and they logged the attack as occurring on Monday, 08 December at 0348.

The primary target of the Japanese were the US battleships and the military airports. By crippling US airpower on the ground, they would prevent interception of the highly vulnerable bombers and torpedo aircraft whose primary task was to sink the capital ships.



*Mitsubishi A6M Zero
Zero lifting off from IJN Akagi on its way to
Pearl Harbor*



Aichi D3A Val (Credit: Australian War Memorial)

08-12-12 14 40		CO. COMMANDER AIRCRAFT, SCOUTING FORCE		INCOMING	
Heading: L 2 FSL 071830 CSQ TART 0					
AIRRAID ON PEARL HARBOR X THIS IS NO DRILL					
Originator		Date-Time Gr.	Date	System	Super. PF
CINCPAC		071830	7 DEC 41	TT	PF
Classification Precedence		ACTION TT/4214/7 DEC/NO-PF			
URGENT		ALL U S NAVY SHIPS PRESENT HAWAIIAN AREA			
AD	CS	OP	FS	FLT	GUN
					MAT
					ENG
					SUP
					SDO
					COM ACO

**AIRRAID ON PEARL HARBORXTHIS IS
NO DRILL.**

THE U.S. AIRCRAFT

The U.S. aircraft were split between Army Air Corps, Navy, and Marine units based at ten

airfields on Oahu, Wake Island, Midway Island, and the US carriers.

FIGHTER AIRCRAFT



Curtiss P-40 Tomahawk

The aircraft depicted is one of those destroyed at Bellows Field



Curtiss P-36 Mohawk

The Mohawks were clustered together to protect them from saboteurs. It made them easy targets for strafing Japanese Zeros.



Boeing P-26A Peashooter

The Peashooter was the first all metal monoplane fighter accepted by the USAAC.



Grumman F4F-3A

This sturdy fighter from Long Island's Grumman "Iron Works" held the line for the USN until the appearance of the Hellcat. The photo depicts machine gun tests onboard USS Enterprise.



Brewster F2A-3 Buffalo

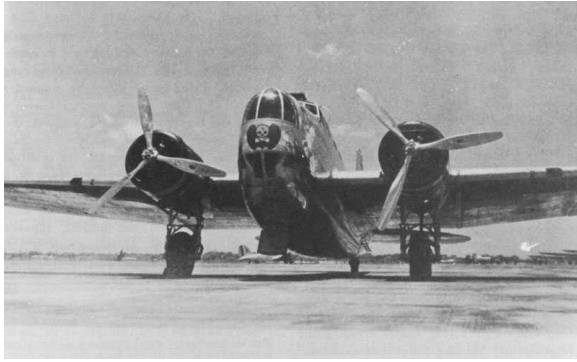
The tubby Buffalo proved inadequate for the RAF at Singapore and the USMC at Wake and Midway but served the Finns well in their Winter War against the Soviet Union.

BOMBER AIRCRAFT



Boeing B-17C Flying Fortress

A flight of C and E model B-17s were due to arrive on Sunday morning. The incoming Japanese force was detected by the Opana Point radar but was mistaken for the the expected Boeings.



Douglas B-18A Bolo

A B-18 Bolo of the 5th bombardment Wing at Hickam Field. The Bolo was a medium bomber based upon the successful commercial DC-2 design. An obsolescent aircraft, many were relegated to anti-U-Boat duties off the US East Coast.



Douglas A-20A Havoc

The Havoc was a low altitude attack aircraft from the drawing board of the brilliant Ed Heinemann. Later in the war, some were equipped with radar and served as night fighters under the designation P-70.



Martin B-12

The B-12 was utilized in the coastal defense role.

Consolidated B-24A Liberator

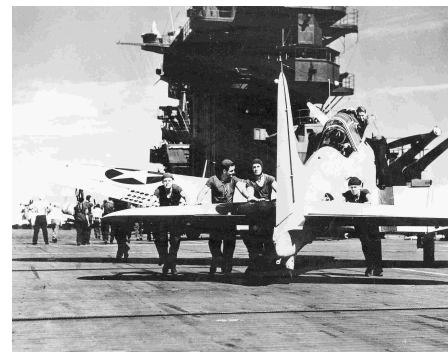
One B-24A was on its way to the Philippines for reconnaissance missions over Japanese held islands. The Liberator stopped at Hickam Field and was destroyed in the attack.



Vought SB2U Vindicator



The Vindicator was a Navy and USMC dive bomber. Obsolescent, eventually they were retired in favor of the Douglas Dauntless.



Douglas SBD Dauntless

Armstrong power is used to reposition a Dauntless on the deck of the USS Enterprise.



Curtiss A-12 Shrike

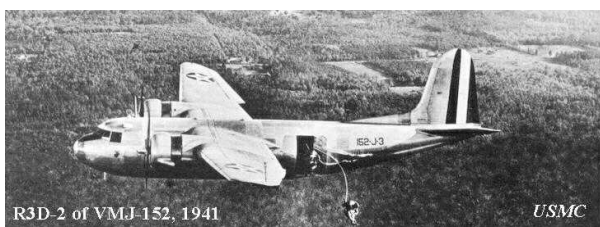
The Shrike was an obsolete attack plane. The few still stationed on Oahu were soon taken out of service.



Consolidated PBY Catalina

The "Cat" was designated a patrol bomber but was one of the most useful maritime patrol and SAR aircraft in the inventory.

TRANSPORT AIRCRAFT



Douglas R3D-2

The R3D was the military version of the Douglas DC-5, arguably the least known of the DC-series airliners. Few were built. The USMC was the primary user.



Douglas C-33

The C-33 is a military version of the DC-2. The military version was equipped with cargo doors, internal loading gear, and reinforced flooring.

OBSERVATION/SCOUT AIRCRAFT



Grumman JRF Goose



Stinson O-49 Vigilant

*A Vigilant at Bellows Field.
North American O-47B*



Considered obsolete, they were used for various auxiliary duties and never committed to combat.



Vought OS2U-3 Kingfisher

The Kingfisher was one type of scout aircraft carried by US battleships and cruisers. Its primary use was for spotting gunfire, patrol, and search and rescue work.



Sikorsky JRS-1

Sikorsky's S-43 was known as the "Baby Clipper." The Navy and Marines used it for transport. The airport pictured was at Pearl Harbor.



Curtiss SOC Seagull

The two Seagulls pictured are on the aft catapults of a US warship. The gantry crane was used to recover the aircraft after it landed.



Grumman J2F-6 Duck

(Credit "Mid-America Flight Museum")

Another in the line of Grumman amphibians, the Duck shows the heavy influence of Grover Loening. All four services used it for everything from search and rescue to executive transport!

UTILITY AIRCRAFT



Beech JRB Expedito

The JRB series is based upon the Beech Model 18. The Navy re-designation was SNB which some ways claimed stood for Secret Navy Bomber.



Lockheed JO-2 Electra, Jr.

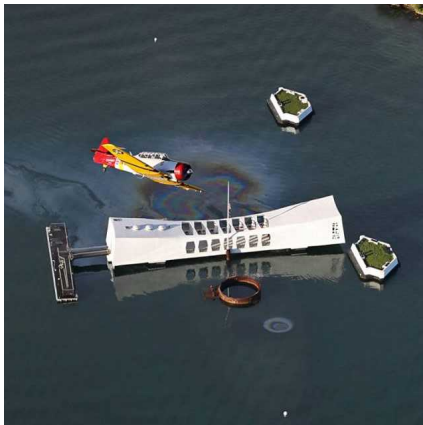
Lockheed sold five of their Model 12 passenger aircraft to the USN and USMC.

US TRAINER AIRCRAFT



Douglas BT-2

A few O-32 airframes were converted to a basic trainer configuration. Records indicate that two of these obsolete aircraft were based at Wheeler Field. (Credit: Tarrant County College Northeast)



North American SNJ Texan

The aircraft wears USS Saratoga livery and is flying over the Arizona Memorial. Note the visible gun turret mounting and oil still escaping from the wreck.



Seversky AT-12 Guardsman

The Guardsman was developed as a two seat export version of the P-35

One of these advanced trainers was based at Wheeler Field. Seversky soon became Republic Aircraft and the development of the P-47 Thunderbolt.

US CIVILIAN AIRCRAFT

At least four civilian training aircraft were airborne at the time of the attack and two were lost. The most interesting case was that flown by Cornelia Fort, a flight instructor who was doing take-offs and landings with a student. She managed to land the plane at Honolulu's John Rodgers Airport and she and her student escaped as the Zero strafed her aircraft.

Fort went on to join the the Women's Auxiliary Ferrying Squadron formed by Nancy Love. On 21 March, 1943, she was killed in a mid-air collision, the first of 38 WAF and WASP fatalities in the service of their country.

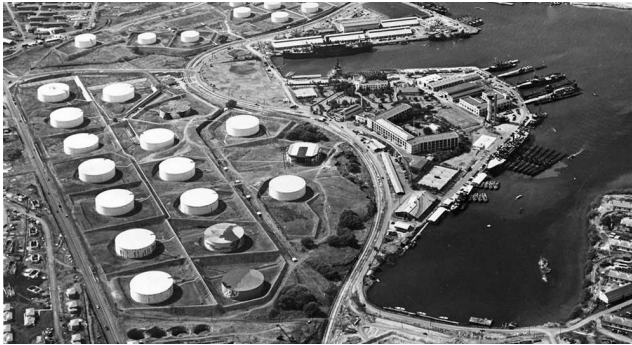


Interstate S-1-A Cadet

This is the type flown by Cornelia Fort. It was adopted by the US military as the L-6 Grasshopper.

The Japanese lost 29 aircraft and suffered 66 casualties. The United States lost 2402 killed and 1282 wounded. Two battleships were lost but four which were sunk were raised and participated in later stages of the war.

Smaller ships were lost or damaged but the vital oil tanks and the repair facilities at the naval base escaped damage as did the two absent aircraft carriers.



An opportunity lost!

Adm. Nagumo had good tactical reasons for not launching a third strike. His force was within range of Pearl's land based aircraft and he had no knowledge of the location of the aircraft carriers. Fuel was running low and his loiter time was limited.

Finally, preparing the third wave would take so much time that the returning aircraft would have had to land at night, a technique not practiced by the Japanese or, for that matter, by any navy at that time.

The Japanese would pay for this decision. The base would serve as a crucial repair and refueling facility for the Pacific Fleet and the Japanese lessons about naval air power would be taken to heart at the Coral Sea and Midway battles, six months later.

The aircraft based in Hawaii suffered grievously. Some 40% were destroyed and 38% damaged. Many were obsolete or out of commission but the Hawaiian air defenses had been crippled.

Ships

This essay began with a statement that Pearl Harbor chronicles focus on the fleet and tend to ignore the air arm. This essay was intended to rectify that omission. But there are three ships which survived the Pearl Harbor disaster which deserve mention.

The first is the *US Coast Guard Cutter Taney*, hull number 37, a Treasury Class Cutter. The *Taney's* arrival in the Pacific coincided with the

establishment of air routes to the Orient by Pan American Airways. Island bases were being occupied and the new possessions had to be patrolled. *Taney* also served as a patrol craft guarding Pearl Harbor.

When the Japanese attacked, *Taney* was moored to Pier 6 in Honolulu Harbor. She manned her anti-aircraft guns and fired at passing aircraft as did other ships, many of which were less than selective about at whom they shot. Some American aircraft were downed by what is often euphemistically called "friendly fire."

Later, *Taney* served in both the Atlantic and Pacific. After the war, she served as an ocean weather station, performed surveillance of Soviet vessels near our coast and supported Operation Market Garden, maritime interception of boats carrying supplies to the enemy during the Vietnam War.



In 1986, the fifty year old *Taney* was decommissioned and entered honorable retirement as a museum ship at the Baltimore Maritime Museum. The *Taney* was the last of the Pearl Harbor ships to retire from active duty.

The *USS Hoga*, a harbor tug performed exemplary service during the attack and is now in Little Rock, and is berthed with the *USS Razorback* at the Arkansas Inland Maritime Museum. *Hoga* worked unceasingly during the attack, saving sailors, fighting fires, and re-floating the *USS Nevada*, the only battleship which had gotten underway but which had ran aground.



USS Hoga passes abeam of the submarine tender, USS Fulton.



After the war, *Hoga* served as a fireboat in Oakland California. She is now a museum ship in North Little Rock, Arkansas.

A comment about the *USS Fulton* which is background in the first photo of *Hoga*. The *Fulton* was not a Pearl Harbor. She was fitting out at Mare Island Naval Ship Yard and then served for a short time in the Atlantic. After transiting to the Pacific, she supported submarines and in 1946 was a support vessel at Bikini Atoll during Operation Crossroads, the first of postwar atomic bomb tests. Her final duties were operating in and out of New London with deployments to the Atlantic and Caribbean.



The Fulton was fixture for 15 years at New London's State Pier servicing Submarine Squadron 10. She was decommissioned in 1991, the fourth oldest ship in the USS Navy.

The third vessel which deserves mention is the Brooklyn Class cruiser, *USS Phoenix*, CL-46. The *Phoenix* and her sisters were designed to meet the provisions of the 1922 Washington Naval Treaty which placed a 10,000 ton limit on cruisers. However, they were heavily armed with fifteen 6 inch guns mounted in five triple turrets. Their purpose was to counter the Japanese *Mogami* Class cruisers which mounted a similar main battery.



When the Japanese struck at Pearl, the *Phoenix* was anchored to the south of Ford Island. She joined in the anti-aircraft defense and later sortied in a futile search for the Japanese carriers.

For the rest of the war, the *Phoenix* served in the Pacific Theatre earning nine battle stars. When the war ended, she was placed in reserve and laid up in Philadelphia.

In 1951, *Phoenix* was sold to Argentina and renamed *ARA General Belgrano* and spent 31 years in the armada of the Republic of Argentina.

In 1982, the military junta running Argentina decided to invade the British owned Falkland Islands. Argentina had long claimed the island group which they called *Las Malvinas*. Argentina had been suffering severe economic woes and the ruling junta was not popular. A diversion was needed and the junta hoped to harness the patriotic fervor of the Argentine citizenry, distract them from internal problems and gain some much needed popular support. They did not count on the will of one Margaret Thatcher, Prime Minister of Great Britain nor the ability of the British military to mount an offensive campaign in a theatre 8,000 miles away.

The British Ministry of Defence launched Operation Corporate. Part of the plan involved dispatching Royal Navy attack submarines to provide surveillance and fleet protection. On 02 May, 1982, *HMS Conqueror*, a nuclear submarine encountered *ARA Belgrano* just over 200 miles southwest of the Falklands and put two torpedoes into her. The *Belgrano* sank taking one third of her crew with her.

And so, 41 years later, the last active warship which had been at Pearl Harbor became the first ship sunk in wartime by a nuclear powered submarine.

Editor's Note: This essay has made an exception in that much of the imagery has been acquired from sources other than the editor's personal collection. Almost all of the wartime aircraft photographs are from the US Archives and in the public domain. The two maps illustrating the Japanese strike plan are from the Hyperwar website <http://www.ibiblio.org/hyperwar/>

Pearl Harbor Aircraft Survivors

A Curtiss P-40B Warhawk which was present at Pearl Harbor is owned by the Collings Foundation in Stowe, Massachusetts.

The aircraft was a Wheeler Field and escaped damage during the raid but was later wrecked in a accident which killed the pilot. The remains were salvaged and restored and she is now flying.



One other Pearl Harbor survivor still flying is a Grumman J2F-4 Duck last reported at the Mid-

America Flight Museum in Texas.



A third Pearl Harbor survivor is a Sikorsky S-23 Baby Clipper with the military designation JRS-1. It is currently at the Smithsonian's Mary Baker Engen Restoration Hangar at Dulles.



The picture on the left was taken by The Editor at the Paul E. Garber facility at Silver Hill about 30 years ago. The photo on the right is a Smithsonian photo of the aircraft at the present time.

AEROSPACE HISTORY

December 4, 1941 – The Japanese Kido Butai (1st Air Fleet-Mobile Force) encounters worsening weather conditions. Destroyers are rolling up to 45 degrees. Refueling is cancelled.



Photo # NH 75483 Japanese aircraft carrier Kaga in heavy seas

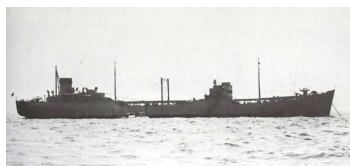
December 5, 1941 – The final fleet refueling of

the Kido Butai is completed. Oilers *Toho*, *Nippon*, and *Toei Marus* and destroyer *Arare* are detached from the strike force and head to a rendezvous point where they will await the strike force on their return to Japan.



The Arare was the 10th and last of the Asashio-class destroyer produced.

December 6, 1941 – The Kido Butai is 400 miles north of Oahu. At 0630 the strike force has its final refueling. Oilers *Shinkoku*, *Kenyo*, *Kokuyo* and *Kyokuto Marus* and destroyer *Kasumi* are detached and head for a designated post-raid refueling point. The strike force increases speed to 24 knots and turns south.



Shinkoku Maru

December 7, 1941 – 0618 hours Hawaii time – 230 mi. north of Oahu. Operation Z commences. 183 aircraft launch from the carriers, *Akagi*, *Siryu*, *Hiryu*, and *Kaga*. They strike the U.S. battleships moored in Pearl Harbor, Hickam Air Base, and the USMC Air Station Ewa.

Fuchida to Nagumo: Tora, Tora, Tora (Tiger, Tiger, Tiger), the coded signal indicating that surprise has been achieved.



The aircraft which dropped the bomb is visible banking away from Battleship Row. One of the vital fuel oil tank farms is visible in the upper left,

A second wave, 167 aircraft, under the command of Lt. Cmdr. Shimizake Shigekuzu continue the attack on Hickam Field and on the ships in the harbor and also attack Naval Air Station Ford Island. The raid ends at 0946 and the last Japanese aircraft head north towards their carriers.



Zeros of the 2nd Wave on the Akagi
(Credit: Makiel Collection)

December 8, 1941 – Admiral Husband Kimmel and General Walter Short, naval and army commanders respectively, received the damage reports: 2,400 dead, two battleships destroyed and six heavily damaged and six cruisers and destroyers damaged. 169 aircraft were destroyed and 159 damaged.



Admiral Kimmel and General Short

Six thousand Japanese troops land on the U.S. Territory of Guam which was defended by 550 U.S. Marines and sailors.

President Franklin D. Roosevelt addresses a joint meeting of the U.S. Senate and House of



Representatives.

Yesterday, December 7th, 1941—a date which will live in infamy—the United States of America was suddenly and deliberately attacked by naval and air forces of the Empire of Japan...I ask that the Congress declare that since the unprovoked and dastardly attack by Japan on Sunday, December 7th, 1941, a state of war has existed between the United States and the Japanese empire."

The United States declares war on Japan, 82-0 in the Senate and 388-1 in the House. The sole vote against war was cast by Montana's Representative Jeannette Rankin. A life-long pacifist she stated that "As a woman, I can't go to war and I refuse to send anyone else."

December 9, 1941 The President's Fireside Chat #19 (excerpts)

*My Fellow Americans:
The sudden criminal attacks perpetrated by the Japanese in the Pacific provide the climax of a decade of international immorality.*

Powerful and resourceful gangsters have banded together to make war upon the whole human race. Their challenge has now been flung at the United States of America. The Japanese have treacherously violated the longstanding peace between us. Many American soldiers and sailors have been killed by enemy action. American ships have been sunk; American airplanes have been destroyed.

...It will not only be a long war, it will be a hard war. That is the basis on which we now lay all our plans. That is the yardstick by which we measure what we shall need and demand; money, materials, doubled and quadrupled production—ever-increasing. The production must be not only for our own Army and Navy and air forces. It must reinforce the other armies and navies and air forces fighting the Nazis and the war lords of

Japan throughout the Americas and throughout the world.

...

I repeat that the United States can accept no result save victory, final and complete. Not only must the shame of Japanese treachery be wiped out, but the sources of international brutality, wherever they exist, must be absolutely and finally broken

December 10, 1941 – A Bad Day for Great Britain and the United States. Japanese forces land in the U.S. Commonwealth of the Philippines and the British colony of Malaya.



*U.S. forces on Guam
surrender to the
Japanese forces.*



The British battleship *HMS Prince of Wales* and the battlecruiser *Repulse* are sunk by Japanese torpedo planes and dive bombers in the South China Sea. They were the first capital ships sunk by aircraft while actively defending themselves and steaming in the open sea. Billy Mitchell was right about the vulnerability of capital ships to air attack!!

*The Repulse has just
been struck by a bomb
and straddled by a half
dozen near misses. The
Prince of Wales is
increasing speed and
turning to starboard.*



THAMES RIVER COMPOSITE **SQUADRON MINUTES**

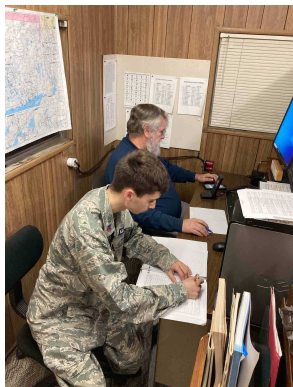
Training
21 November

Mission Radio Operator Training was conducted for two seniors and three cadets. Capt Kopycienski and Capt Deignan-Schmidt were the instructors.

he first two tasks were covered: L-0001 (Basic Communications Procedures for ES Operations) L-0002 (Perform radio operating procedures) The VHF net was demonstrated during the training.



The students were Capt Thornell, Lt Regan and C/MSgt Regan, C/TSgt Garrett Scroggins, C/TSgt Robertson.



26 November Cadet Meeting

Capt LeVan explained grooming standards set by the USAF.

Cadet Isenburg presented an AE briefing, prepared by Cadet Balfour about the Chinese J35 fifth generation stealth fighter

Cadets learned features of the E-6B flight computer and how to do simple computations in Capt. LeVan's aerospace lesson.



28 November Turkey Trot

TRCS supported the annual Turkey Trot foot race on Friday morning. The Squadron provided radio communications along the route. Capts Thornell and Schmidt and Chris Regan were senior members attending. Cadets present C/TSgts James Robertson and Garrett Scroggins.

Approximately 300 runners and walkers took part and about half of them took the voluntary cold water plunge at the end of the run.

04 December Cadet Meeting

The cadets engaged in PT and drill movements.

A leadership/communications activity consisting of a blindfolded cadet walking a maze while directed by another cadet was held.