



Missions for America

*Semper vigilans!*  
*Semper volans!*

## The Coastwatcher

Newsletter of the Thames River Composite  
Squadron  
GON  
Connecticut Wing  
Civil Air Patrol

<http://cap-ct075.com/default.aspx>

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### SCHEDULE OF COMING EVENTS

#### JUNE

16 JUN-BDU-Weather Module-Rockets  
Aircrew Academic Training  
20 JUN-Rocketry Contest  
21 JUN-NEAM Open House  
23 JUN-BDU-ES/Aircrew Training  
30 JUN-Cadet/Senior Bowling

#### FOR FUTURE PLANNING

4-11 JUL-CTWG Cadet Encampment  
10-18 JUL-NER Staff College-McGuire  
19-30 JUL-NER Cadet Academy  
05-08 AUG-AEO Academy-Wright-Patterson  
16-17 OCT-CTWG Conference and Cadet Ball

### CADET MEETING MINUTES

09 June, 2009

C/2Lt Scannell opened the meeting with the Pledge of Allegiance to the Flag of the United States of America and the Cadet Oath.

Maj Rocketto noted that 87 year old Ellen Campbell, a member of the Women's Army Service Pilots (WASP) in World War II will be receiving a Congressional Gold Medal for her service. She was an engineering test pilot and worked with the Cessna UC-78 Bobcat, familiarly known as the "Bamboo Bomber."



*The Bobcat, designated T-50 by Cessna in its Civilian Role was Produced for the Army in a Variety of Models designated AT-8, AT-17, UC-78, C-78, for the Navy as the JRC-1 and for the Canadians as the Crane.*



The Squadron noted the anniversary of the Battle of Midway. Maj Rocketto pointed out some of the amazing incidents which led to a US victory and the turning point of the War in the Pacific. The details are presented in a separate article in this issue.

Maj Rocketto then introduced our guest speaker, Capt Laurie Reeves, recently retired from United Air Lines, who was once his Chief Pilot when he flew for Yankee Airways.



*Capt. Reeves with Cadet Johnson, L. Wojtcuk, A. Wojtcuk, and Orlando*

Capt Reeves was one of the first 19 flight deck hires by United and served initially as a flight engineer on the Boeing 727. She rose to Captain and is type rated in the Boeing 747, 777, 757, and the 767. She recounted many of her early experiences as a pioneer woman in jet air carrier operations and some of her favorite routes. One of these was a 747 15 hr marathon, JFK to Hong Kong, over the poles.

Lt Wojtcuk then led a Character Development Seminar on the topic of "Trust and Open Discussion."

At the conclusion of the meeting, Cadet Commander Scannell dismissed the Squadron.

### **THE YEAGER AWARD**



One of our Squadron goals is to qualify every senior member for the Yeager Award. This award is based upon the material in the book *Aerospace: The Journey of Flight*. You may obtain it online by going to the following address on eServices:

<https://www.capnhq.gov/CAP.AEDDownloads.Web/AEDDownloads.aspx?SID=87290F6B-29E1-4291-94F7-F52DB7874ABE>

The volume covers four primary topics: history of flight, principles of flight and navigation, the aerospace community, the air environment, and rockets and space.

Once you master the material, a candidate takes an on-line, open book, multiple choice examination which requires a passing score of 70%

The TRCS Aerospace Education Section will offer an evening tutorial to assist those who have not yet qualified. An email will be sent out with details.

### **CAP SENIOR OFFICER CAREER ADVANCEMENT**

Every Squadron Officer is expected not only to maintain an active role in Squadron activities but also to expand theirs and the Squadron's capabilities by completing the steps in a specialty track, gaining promotion, and earning CAP level awards.

The Personal Development Section will contact every Officer with a suggested plan for making this expectation a reality.

Email letters will be sent out in the next two weeks.

### **COMMANDER'S CALL**

Col Kinch reported that the ETHOS program will be conducted out of three hubs: Danbury, Hartford, and Groton.

The GA-8 is expected to arrive later this month for Wing training for two instructor pilots and ARCHER familiarization.

There will be no Wing Commander's Call in July.

There will be no SAR mission training in June. SAR mission training will commence in July and Capt Noniewicz has been tasked to write a Mission Plan.

Recruiting material was displayed and explained.

A new Cadet squadron is being established in Fairfield.

The New England Air Museum is conducting an Open House on Father' Day, 21 June.

Flight Crews are reminded to properly secure the aircraft after a mission.

Trailer maintenance should commence this month. Volunteers are needed. Contact Col Kinch.

The Wing Inspector General will conduct his periodic visit in September. The required reports are due in July and those responsible will be contacted by Col Wisehart.

Officers are encouraged to attend the Rocketry Competition on 20 June. The venue and times will be sent out by email. Families are invited.

Members are encouraged to contact their State Senators and Representatives concerning the CAP funding.

Capt Noniewicz conducted a safety briefing on Operational Risk Management and also quizzed the attendees on aviation weather.

Maj Rocketto delivered a current events and history comments about recognition of a former WASP and the anniversary of the Battle of Midway.

### **SENIOR TRAINING** **9 JUNE, 2009**

Capt Noniewicz conducted Scanner training and covered the latitude and longitude coordinate system and the CAP grid system.

### **THE BATTLE OF MIDWAY**

Last Saturday, June 6th, marked the 67th anniversary of the Battle of Midway, famed as the turning point of the War in the Pacific. The Japanese naval strategist, Isoroku Yamamoto understood that the US aircraft carriers, which had not been present at Pearl Harbor, were the only force sufficient to threaten Japanese domination of the Pacific basin and that if they

were quickly eliminated, Japan could secure their territorial gains before the vast industrial resources of the United States could produce sufficient armaments to mount counteroffensive operations. Therefore, he planned to strike the key US base at Midway Atoll in the hope of drawing out the US carriers and destroying them.

The details of the battle are too complex to relate in this short article. United Air Lines Captain Al Haynes, the pilot who successfully guided a crippled DC-10 to the Sioux City, Iowa airport in 1989 states that there are five factors which contribute to managing a crisis: luck, coordination, preparation, execution, and cooperation. This article will examine how some of these factors contributed to the Midway victory.

Lieutenant Commander Joseph Rochefort was the Officer-in-Charge of Station Hypo, Hawaii, the USN signal intelligence and cryptology unit for the Pacific Fleet. Rochefort was an intelligence specialist and Japanese linguist. He and his men read enough of the Japanese signal traffic not only to determine the order of battle and details of the movement of the enemy fleet but also to determine that their objective was Midway. This information was transmitted to the US commanders who were then able to place our naval resources in the best tactical situation for the upcoming battle.

Yamamoto's control of his forces was hampered by the need to operate under strict radio silence. Additionally, the Japanese did not possess radar and received little warning of US air strikes.

The US fleet was inferior to the Japanese attack force in everything but the number of aircraft. Initially, only two US carriers, the *Enterprise* and the *Hornet*. However, the *Yorktown*, badly damaged in the Battle of the Coral Sea a month earlier and which the Japanese had believed sunk, managed to make port at Pearl. The damage

assessment party estimated it would take three to six months to make her battle worthy. The Navy put thousands of shipwrights and technicians aboard and she was ready to sail in two days! This meant that the US would deploy three carriers versus the Japanese four but because of the design of our ships, would have a slight advantage in the number of aircraft.

Both sides were weakened by the loss of key personnel due to illness. Vice Admiral William Halsey, an experience leader of carrier forces was hospitalized with severe dermatitis. The Commander in Chief of the US Pacific Fleet, Admiral Chester Nimitz, selected Rear Admiral Raymond Spruance, a surface officer, but supported by Halsey's well trained staff. Commander Mitsuo Fuchida, the Air Group leader at Pearl Harbor went into sickbay with an inflamed appendix.

Japanese intelligence about the disposition of the US forces was further weakened by their inability to deploy their submarine scouting force due to weather, and maintenance problems. Finally, as the forces converged, the Japanese launched scout planes from their carriers and cruisers. A catapult problem delayed the launch of one of the scouts from the heavy cruiser *Tone*. That was the aircraft tasked to scout the sector in which the US fleet sailing! It finally got aloft and a late report was sent to Vice Admiral Chuichi Nagumo but that was delayed due to communications deficiencies and Admiral Yamamoto was deprived of priceless intelligence. and was unaware of the position of the US carriers although Consolidated PBV Catalinas had found the transport vessels and warships of the invasion fleet and bombing had been carried out by Midway's land based Boeing B-17 Flying Fortresses, Martin B-26 Marauders, and Grumman TBF Avengers in their combat debut.



*PBY on a Pylon-San Diego Air Museum*



*Army B-17s from Midway Attempted Horizontal Bombing of the Japanese Invasion Force.*



*USAAF Marauders Modified to Carry Torpedoes Participated in the Attack*



*Arriving Too Late to Go on Board Their Carriers, the Avengers Launched from Land.*

The Japanese sortied their aircraft on the 6th of June for attacks against the Midway ground installations. When the aircraft returned, Admiral Nagumo changed course, recovered his aircraft and commenced rearming them with bombs for another strike at Midway. Nagumo was urged to prepare to strike the US carriers whose position

was still not verified and finally decided to replace the weaponry on his aircraft with munitions suitable to attack the carriers. The decks of the four Japanese carriers were loaded with aircraft, all in the process of being refueled and rearmed.

Spruance took a calculated risk and launched his aircraft to strike the enemy carriers which were already under attack by Avengers and torpedo bearing Marauders. None of the land based attacks inflicted serious damage on the oncoming Japanese.

Leading the strike were the 15 obsolescent Douglas TBD Devastators of the *Hornet's* with an escort force of Grumman F4F Wildcats.



*Wildcats Served as the Primary Fighter Escort.*

Torpedo Squadron 8 led by Lieutenant Commander John Waldron which were followed by a force of Douglas SBD Dauntless dive bombers and Wildcat fighters.

The Enterprise launched a heavy Dauntless force, supported by Wildcats, under the Air Group Commander Clarence McClusky. The Yorktown contributed a mixed force of fighters, dive bombers, and torpedo planes under the brilliant fighter tactician, Lieutenant Commander John Thatch.

The fog of war caused Waldron's protective fighter cover to lose sight of the torpedo planes. Waldron anticipated a change in course by the Japanese and deviated from his planned route. Waldron did not hesitate and took Torpedo 8 on its death ride into the combined anti-aircraft fire of the Japanese fleet. Then Japanese combat air patrol attacked and all 15 Devastators were

destroyed and twenty nine men perished, the sole survivor was Ensign George Gay. Then 14 Devastators from the Enterprise's Torpedo 6 attacked and ten were lost. Not one torpedo struck a Japanese vessel.

But the torpedo attack had drawn the Japanese combat air patrol down to the deck and at that moment, the Max Leslie led his Dauntless dive bombers on an almost unopposed attack and the *Kaga* was repeatedly struck by 500 lb bombs which ignited the fueled aircraft and set off sympathetic detonations of their munitions.



*The Dauntless Displays its Perforated Dive Brakes.*

McClusky followed up. He had led his aircraft to the Japanese carriers by following a Japanese destroyer which had been attacking the USS Nautilus, a submarine which had been scouting for Spruance. McClusky split his force into two elements and they attacked the *Akagi* and *Soryu*, both of which burned.

The fourth Japanese carrier, the *Hiryu*, was some 10 miles north of the main fleet and unmolested. She launched an attack which found the *Yorktown* and inflicted fatal damage. But at the same time, a *Yorktown* scout located the *Hiryu*. Aircraft from all three US carriers joined in the attack and the fourth and last Japanese carrier was destroyed.

Captain Haynes concept of crisis management holds true. Luck, both good and bad, played a large role in the US naval victory off Midway. But one cannot ignore the cooperative effort that put the *Yorktown* back into the battle, the coordinated attacks of McClusky's dive bombers, the execution of the operation based upon intelligence analysis, and the preparation of the the officers and men to carry out the battle plan.

