

Missions for America

Semper vigilans!
Semper volans!



The Coastwatcher

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

<http://capct075.web.officelive.com/default.aspx>

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Vol. V, No 23

08 June, 2011

SCHEDULE OF COMING EVENTS

For Future Planning

Cadet meetings normally start with drill and end with aerospace history, current events, and Commander's moment. Blues are worn on the second week of the month and BDUs at other times. Main topics may be indicated on the schedule below. See website for updates.

10-12 JUN-CTWG Mini-Encampment-Stratford
01 JUN-Meeting
18 JUN-RST Make-Up
18-19 -TRCS LISP missions
19 JUN-Open Cockpit Day-NEAM
21 JUN-Meeting

21-25 JUN-National AEO School
28 JUN-Meeting
30 JUN-First draft IG evaluations due

09 JUL- Aircrew Tng & Pilot Meeting-Wing HQ
09 JUL-CTWG Encampment Training-Wing HQ
12 JUL-Logistics Team visit to TRCS
09-16 JUL-RSC-McGuire AFB
09-16 JUL-Cadet Ldrshp School-Concord, NH
14-15 JUL-KC-10 Orientation Flight
18-19 JUL-TRCS LISP Missions
21 JUL-P&W Field Trip
22-23 JUL-Mini-Bivouac
23 JUL-07 AUG-NESA (two sessions)
30-31 JUL-TRCS LISP missions
07-14 AUG-CTWG Encampment
13-20 AUG-Reg. Cadet Ldrshp School-McGuire
20-21 AUG-TRCS LISP missions
17-20 AUG-CAP National Summer Conference
10 SEP-Multi-Squadron SAREX-Tentative
22-24 SEP-AOPA Summit-Hartford
22-23 OCT-CTWG Convention
24 SET-Cadet Ball-Courtyard Marriott, Cromwell

CADET MEETING NOTES

07 June, 2011

reported by

C/1Lt Brendan Flynn

The meeting began with physical training. The mile run was administered at Poquonnock Plains Park. The balance of the physical training was done at the squadron.

C/MSgt Schultz taught a Drug Demand Reduction class on marijuana. He went over its long and short term effects, appearance, slang names, plant origin, the chemicals in it, legal penalties for its use and trafficking, and what to do if someone you know is using it. The cadets debated the issue of legalization.

C/1Lt Flynn told cadets about an upcoming CPR and first aid class (required for GTM 3) which will be offered by the Montville Parks and Recreation Department.

Maj Rocketto briefed cadets about the upcoming KC-10 flights, rocket contest, wing rifle contest, Pratt and Whitney Museum trip, glider flights, and planned orientation flights in July.

Capt Wojtcuk discussed issues involving aerospace and aerospace excellence programs (AEX).

New cadets were assigned to their elements and contact information was exchanged.

Capt Noniewicz and Col Kinch discussed the June 4th SAREX and USAF evaluation of the CTWG.

Capt Noniewicz offered a safety lesson on mishap reporting and the classification of mishaps.

SENIOR MEETING NOTES

07 June, 2011

COMMANDER'S CALL

Maj Noniewicz reported on the highlights of the Wing's Squadron Commander's Call. More emphasis is being placed on safety. The van driver's license issue is being investigated to determine whether or not CAP 12 passenger van drivers, require a special endorsement.

The "High Adventure Activities (HAA)" issue raised by National Headquarters has been resolved and details published in the revised CAPR 52-16. The HAAs will require Wing permission. A new form has been created to this end!

The Squadron decided to conduct orientation flights for TRCS cadets in July on week-day dates to be determined.

Col Kinch reported that we will fly three ETHOS missions in July at dates to be determined.

A logistics inspection will be held by Wing on 12 July. Squadron sections should square away their equipment and records if they have not already done so.

Officers are reminded that the Wing will conduct an air crew meeting and scanner training at Wing on Saturday, 9 July.

A major portion of the meeting was devoted to an analysis of the Air Force evaluation of the Wing last weekend. As the diplomats say, "frank and open" discussions were held and although the Wing received an excellent rating, the highest in recent memory, no one was shy about proposing improvements in training which might enable the Wing to achieve a superior rating.

Maj Rocketto conducted a safety discussion on problems and precautions which apply to operations on an airport ramp, the operation of ground vehicles, and taxi procedures.

Maj Rocketto conducted a brief current events session in which the award of a "World Peace Prize" was noted.

The Battles of Midway (4-7 June 1942), and Gettysburg (1-3 JULY, 1863) were mentioned. Each was marked by a gallant "charge:" Torpedo Eight's death ride against the Japanese carriers and Pickett's Charge against Hancock's II Corps holding the center of the Union line.

VHF ANTENNA INSTALLED

Lt Looney and Capt Lintelmann installed the new very high frequency antenna for the CAP radio. The system was tested and aside from a blown fuse, is functioning.

USAF EVALUATION

03-04 July

Thames River Composite Squadron Participate in Air Force Exercise

Eighteen members of the Groton based Thames River Composite Squadron participated in a U.S Air Force exercise designed to test the Connecticut Civil Air Patrol's ability to respond to search and rescue emergencies. A team of Air Force Officers and Non-Commissioned Officers posed a set of problems to the Connecticut Wing's Incident Command Staff who then assigned duties to the waiting air and ground search teams. Groton had eight members serving in command functions: Maj Keith Neilson and LtCol Richard Doucette served as Planning Section Chief and Assistant Chief respectively. Maj John deAndrade was Operations Section Chief, LtCol Leif Bergey, was Air Operations Branch Director, and Capt Willi Lintelmann ran the Finance Section. Capt Paul Noniewicz was Mission Safety Officer and Senior Member Mark Stauffer worked with the medical unit.



Majs Neilson and deAndrade, Planning and Operations

The scenario postulated a missing aircraft believed down in northeastern Connecticut and a lost hiker near the Barkhamstead Reservoir. A simulated emergency services beacon was placed at the site of the “missing” aircraft.

LtCol Thomas Wisehart, mission pilot was dispatched from Groton with Scott Farley serving as navigator and Edward Miller as scanner. They used a radio direction finder to search for the emergency locator beacon. At the same time, a ground team was sent from Groton to Danielson Airport. Ground Team Leader Maj Roy Bourque was assisted by 2nd Lt Robert Looney. A team of Cadets qualified in emergency services accompanied them. Cadet 1st Lt Brendan Flynn was Cadet officer-in-charge. Team members were Cadet 2nd Lt Alexis Wojtcuk, Cadet MSgt Brendan Schultz, Cadet Senior Airmen Michael Herzog and Austin Vandevander, and Cadet Airman Andrew Cathcart.



*Ground Team Sets Up L-Per RDF Unit
(Photo by Bourque)*

By the time that the ground team arrived at Danielson, the aircraft had located a weak signal and directed the ground team to the vicinity of the simulated wreck. The ground team assembled a portable radio direction finder and in concert with the aircraft, located the radio beacon. The beacon has been partially shielded by a metal sheet to deliberately weaken its signal, a planned part of the exercise.

The aircraft then flew to Hartford where another crew manned it and repeated the search. LtCol Larry Kinch flew as observer on this second crew. The Air Force then had the beacon switched off so the air crew was forced to rely on radio messages

from the ground team on site. The ground team guided the aircraft to the simulated crash and used a signal mirror to attract their attention. They also searched the area looking for the pilot and a yellow package containing vaccine but failed to find either.

The ground team used any open time to work on emergency service requirements and practiced entering latitude and longitude coordinates in the van's GPS.

Meanwhile, an air crews from Danbury and ground teams from central and western Connecticut searched the Barkhamsted Valley and located the missing hiker.

When the exercise was concluded, the Air Force evaluators briefed the participants on their performance, citing strong and weak areas. The final grade was Excellent, an improvement over last year's Satisfactory, and just below the top mark of Outstanding.

SENIOR RECOGNITIONS

TRCS Officers may be eligible for the following awards. They are listed below with an abridged list of requirements. Check CAPR 35-6 and 39-3 for details. If you believe that you may be eligible, please contact the Professional Development Officer at rocketto@aquilasys.com;

Orientation Pilot Ribbon: 50 cadet orientation flights



Community Service Ribbon: 60 hours of community service outside of CAP activities



Recruiting Ribbon: responsible for enrolling seven new members into CAP.



Counterdrug Ribbon: participation in 10 counterdrug sorties



Homeland Security Ribbon: participation in 10 homeland security mission sorties.



Senior Pilot Wings: active CAP rated pilot for three years and 1000 hours logged time

Command Pilot Wings: active CAP rated pilot for five years and 2000 hours logged time

WING AIR CREW MEETING AND SCANNER TRAINING

Maj deAndrade, a member of Wing Standards and Evaluation Team, announces that there will be a meeting for all air crew at Wing from 0800-1200 on Saturday, 09 July.

Scanner training will be held from 0800-1600.

Any other Wing members desiring special training should contact Maj deAndrade at johnnyde9@comcast.net.

AEROSPACE CURRENT EVENTS

*CAP Wins Peace Prize
Abstracted from CAP NHQ PAO Release
Julie DeBardelaben, Deputy Director, Public Affairs*

Civil Air Patrol, the U.S. Air Force auxiliary, will be awarded a World Peace Prize during a June 14 ceremony at the U.S. Capitol.

Chief Judge of the World Peace Prize and retired U.S. Rep. Lester Wolff announced CAP will be honored as the World Peace Corps Mission's "Roving Ambassador for Peace" at the ceremony in Washington, D.C.

"Civil Air Patrol makes a huge impact, going above and beyond to make a profound difference in America's communities, saving lives and preserving liberty for all," said Wolff, in announcing the World Peace Prize recipients for 2010.

The World Peace Prize is presented annually by the World Peace Corps Mission, an international evangelical missionary organization. Since its establishment in 1989, the prize has been awarded to individuals contributing to the causes of world peace by preventing regional conflicts or world war; by settling the disputes of political, diplomatic and economic matters; and by developing new inventions to minimize threats and confusions within mankind.

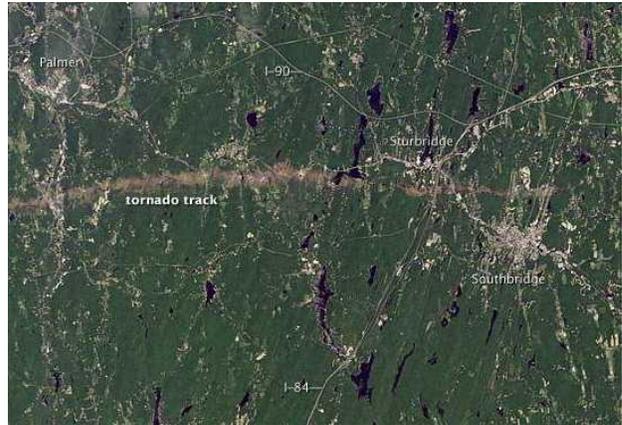
“Civil Air Patrol is delighted to be chosen for this prestigious international honor,” said Maj. Gen. Amy S. Courter, CAP’s national commander. “This reflects greatly upon our 61,000-plus members, who work diligently in their communities to serve their fellow citizens.”

In its Air Force auxiliary role, CAP performs 90 percent of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center and was credited by the AFRCC with saving 113 lives in fiscal year 2010.

When natural or manmade disasters occur, CAP’s citizen volunteers are often the first on the scene, transmitting digital images of the damage within seconds while providing disaster relief and emergency services for victims. In the past decade alone, members have responded to such phenomena as 9/11, Hurricane Katrina, Texas and Oklahoma wildfires, tornadoes in the South and central U.S., flooding in the Dakotas and an earthquake and tsunami in Hawaii, as well as humanitarian missions along the U.S. and Mexican border.

CAP celebrates its 70th anniversary on Dec. 1. It has been conducting humanitarian missions from the early days of World War II and is considered by many as the world standard for aviation-oriented, volunteer emergency organizations.

MASSACHUSETTS TORNADO



A June 5th image from Landsat 5 shows part of the track of the EF3 tornado which struck Massachusetts north of the Connecticut Border last week.

Marty Weiss, a member of the Groton Hangar of the Quiet Birdmen, had his Cirrus destroyed when the tornado struck Southbridge Airport (3B0). He sent us the following remarks and some pictures which he took with his phone camera.

Words cannot explain the amount of devastation following the tornado we endured at the Southbridge airport on June 1, 2011 - the twister showed no favoritism to wealth or to the form of "protection" we naively believed would keep our planes out of harms way. Simply put - utter devastation to most of the planes - tied down and hangared alike... from planes worth hundreds of thousands of dollars, to old but fully flyable and trusted steed worth perhaps only a few thousand dollars "by the book" but priceless to their loving owners.

We in the northeast are very stalwart folks and pride ourselves on our ability to withstand snow, sleet, ice, and hurricanes.

We worry about our airplanes - oftentimes tied down by simple ropes and protected by thin canvas covers - but at worst, we think strong winds from thunderstorms have only a small chance to cause major trauma to our birds- and although hail can be very damaging indeed, it is a rare occurrence. If you are lucky enough to have your plane hangared, like I was, then all of those worries are immediately assuaged - until a tornado comes along, and slaps you back into the stark reality that no one, nor no one thing is protected from the wrath of nature.

The Tornado was an Equal Opportunity Destroyer.



Skyhawk and Cherokee



The Weiss Cirrus

The Wall Cloud did not Respect a Fellow "Cloud."



AEROSPACE HISTORY

The Wreckage of the Hangar



The following article is a continuation of our series on notable air missions. It is a two part history of the Berlin Airlift. Part I, published in last week's edition, discussed the political situation which led to a divided Germany, the Soviet actions to drive the Western allies out of Berlin, an historical review of previous airlift attempts, and the strategic and tactical problems involved in mounting an airlift.

Part II, below, contains three anecdotes about personalities and incidents of note, The record setting "Easter Parade," two subsequent airlifts, and closing remarks.



*Found in the Woods
Across the Street
from the Airport*

Operation Vittles/Operation Plane Fare The Berlin Airlift 24 June, 1947-13 May, 1948

Part II

Three Anecdotes

The raw statistics and a retelling of the events given in this essay do little to portray the human story of the Berlin Airlift. Three anecdotes may help to illustrate some of the human dramas which occurred.

The Chocolate Flier

The most celebrated pilot to emerge from the Airlift was an Iowa bachelor, Lt. Gail Halvorsen. Halvorsen, somewhat of a romantic, volunteered as a replacement for a friend whose wife had just given birth to twins. Halvorsen was somewhat more than a run-of-the-mill aviator, not interested in just flying in and flying out. He brought a movie camera with him and wanted to actually visit Berlin and take some pictures. During his off-duty time, he scrounged flights into Berlin and while taking pictures of the operations at the airfield, noticed a gaggle of children watching the airplanes from beyond the fence. A combination of Halvorsen's limited German and the children's limited English sufficed to carry on a conversation and then Halvorsen noticed that the children had never asked him for anything. "You got gum, Joe?" was a phrase used by children all over the world whenever they encountered a GI so Halvorsen found two sticks of gum in his pocket and split them up among the children who had acted as interpreters. Impulsively, he promised that he would drop candy to them from his plane on his next trip if they promised to share it. He would identify his plane by wiggling his wings.



*Lt. Halvorsen
attaching
handkerchief
parachutes to bags
of candy and gum.
(USAF Photo)*

Halvorsen talked both members of his crew, Capt. John Pickering and Sgt. Herschel Elkins to assist. Pickering said that "you're going to get us in a big mess of trouble," and then he and Sgt. Elkins contributed their rations of sweets to the pool. On a subsequent flight, as they approached, Halvorsen wiggled his wings as Pickering pushed three packages of candy, each attached to a parachute fashioned from a handkerchief, out the flare chute. They continued their unofficial airdrops for the next two flights. Then, a few days later, deteriorating weather grounded Halvorsen and his crew at Tempelhof. He checked in at base operations to determine how long a delay might be expected. In a corner of the room, he noticed an enormous pile of mail. Glancing at the letters, he saw that they were addressed to *Onkel Wackelflügel* (Uncle Waggle Wings) and *Der Schokoladen Flieger* (The Chocolate Flier). He told the crew and they wondered about the official reaction to their unauthorized supply mission.

They decided to back off and did not drop any sweets for two weeks but unilaterally, all three of them started saving their candy and gum. The crowd of kids had been growing at the airport boundary so they decided to risk the wrath of officialdom and make one more drop. The next day, they were summoned to the office of Col. James Haun, the squadron commander who informed them that their activities were making headlines all over the world and that they were to report to Frankfurt for a press conference. Haun also casually reminded them that, in the future, they ought keep their commanding officer informed.

The word spread and military personnel and stateside civilians started sending candy, gum, and handkerchiefs to Halvorsen. In Chicopee, Massachusetts, a former fire station was converted into an assembly point and at its peak, shipped a ton of goodies weekly! Halvorsen was relieved of regular flying and turned into a roving ambassador, visiting schools and playgrounds in

Berlin and then, on a subsequent flight, started dropping candy over East Berlin. This cheeky act generated a diplomatic protest from the Russians who accused the western allies of a “capitalistic trick to influence the minds of young people.” The protest was duly noted and Halvorsen was sent back to the United States for a publicity tour and made contact with an officer of the American Confectioners Association. This resulted in two shipments of some 7,000 pounds of candy and gum and an increase in the flow of candy to the children of Berlin. On Christmas Eve, 1947, the USAAF and the German Youth Organization staged a series of parties for children. In the cold war skirmish called “Operation Little Vittles,” the West counted coup and embarrassed the Soviet occupation forces.

Slaker Scores a Home Run

Not every episode in the Berlin Airlift was so light-hearted. Capt. Kenneth Slaker, a 50 mission survivor of the bombing raids over Germany, was flying right seat in a C-47 and was 50 miles into the Soviet zone when both engines quit and refused to restart. He and his pilot, Lt Clarence Steber parachuted into the darkness. Slaker was knocked unconscious upon landing and when he awoke, decided to try to evade any Eastern forces searching for him and cross the border back into the west. While walking west, he met a German ex-POW, Rudolph Schnable, foraging for food. Schnabel had had his leg saved by an American doctor and was ready to repay the debt in kind. He found clothing for the flier and took him to his home.

Schnabel then guided Slaker to a meeting with some men who could help them cross the border. Schnabel would act as guide and then using his own documents, return to the Eastern Zone. Getting out of East Germany was the problem. Getting back in was easy. Arrangements were made to bribe an East German policeman. In the

final rush to get across, Slaker got tangled up in barbed wire and the East Germans started shooting. He got free and ran, fell, and then was dragged across the border to freedom. Unfortunately, Schnable lost his papers in the rush and, while Slaker was returned to his unit,

Schnable could not get back to his family and was held by the US Army and somewhat abused. Slaker got Schnable released to Air Force custody and helped him get a job with the German Post Office. Later, his wife and daughter joined him in West Berlin.

The French Demonstrate That Although Faith Might Move Mountains, Dynamite Does Remove Towers

And then there are the French. Given the troubles reconstructing their own country and their military's difficulties with some insurgents in a far off colony called Indo-China, they contributed far less to the Airlift than the British and US forces. They did use some confiscated Junker JU-52s to fly supplies and did allow the United States to construct a new airfield in their zone at Tegel from scratch. The first plane in carried ten tons of cheese! However, a singular event occurred at Tegel which deserves mention.



Queen of the Luftwaffe Transport Fleet, Hugo Junkers “Tanta Ju” the JU-52/3 assisted in the Airlift.

Radio Berlin had a towers located on the approach to Tegel which posed a clear danger to landing aircraft. The French Commandant, Gen. Jean Ganeval, formally requested the station director to

have the towers removed. That request and a second request went unanswered. At nine-o'clock on a December morning, the French shut down the airport and diverted all incoming traffic. Near the towers, French military police entered the small building which housed a small group of Soviet radio engineers. The Russians tried to telephone for instructions but the French has cut the telephone lines. Demolition experts set to work. Two and three quarter hours after the airport had been closed, the French set of demolition charges and the towers came tumbling down. The now unobstructed airport opened for business once again.

According to some reports, when Gen. Geneval was asked by Soviet Commander Gen. Alexander Kotikov how he could have done such a deed, Geneval dryly replied, "With dynamite." It was also reported that NKVD Col. Sergei Tulpanov, head of the Soviet Information Section, became so enraged that he suffered a gallstone attack. Such is the price of commissarship.

The Easter Parade

The will of the Soviet blockaders was broken on April 10th 1949. Tunner decided to break all previous records and stage a marathon delivery day. He had used this technique three years earlier running a "Derby Day" which broke airlift records for "the Hump" and on Air Force Day, September 18, 1945, when the Berlin airmen celebrated by setting a record and moving 7,000 tons of cargo into the city. Tunner selected Easter Sunday, 1946 for the the next big push.

Coal would be the only cargo flown and it was stockpiled. Maintenance schedules were manipulated to deliver the largest number of usable aircraft, and flight and ground crews were made ready to fly an Easter Parade of aircraft through the corridors and into Berlin. Squadrons were assigned quotas and the enthusiasm of the

participants was peaking. At noon on Saturday, the clock started. Tunner moved from base to base, encouraging the troops, and broke the previous record of 7,000 tons around the 22 hour mark. When the timer stopped at noon on Easter Sunday, the tote board indicated that 1,398 flights had shifted 12,941 tons of coal into Berlin. A day has 1,440 minutes so the crews were running a round trip for about every minute of the day. They had moved the equivalent of twelve 50 car coal trains by air. More remarkably, from then on, the deliveries never fell below 9,000 tons per day.

UNITS	TRIPS PREVIOUS HOUR	FROM 1200 TO PREVIOUS HOUR TRIPS	COMMITMENT TRIPS	OVER/UNDER TRIPS
11 th SQ	1	08	104	4
12 th SQ	1	11		
13 th SQ		25		
8 th GP	16	314	3140	200
4 th GP	24	250		172
3812566390				

U.S. Personnel View the Airlift Scoreboard. Tunner used the innate competitive desire of the airmen to foster higher and higher achievement in tonnage moved. (USAF Photo)

A month later, the Soviets recognized the futility of the blockade and opened up the roads, rails, and canals. Not trusting the Russians, the airmen continued for three more months, building up a surplus of supplies in case the blockade resumed. The final figures were over 2.3 million tons flown in by 276,926 flights. The first battle of the Cold War had ended with a victory for the West. But victory has its price and seventy two British Commonwealth and US fliers, military and civilian, paid that price in blood.

Airlifts After Berlin

After Berlin, Tunner did not leave the airlift

business. When the Korean War broke out, he headed up the organization of the Combat Cargo Command (CCC). He managed to wrestle the transports husbanded by the Army, Navy, Marines, and Fifth Air Force into a combined air transport fleet under his direction. They CCC supported Douglas MacArthur's landing at Inchon, the Marines at Wosan, numerous parachute drops, and a host of smaller operations.

When the Chinese People's Army intervened, the CCC evacuated almost 5,000 casualties from the primitive strip at Haguru and then delivered by air drop, six spans of an M-2 treadway bridge, each span weighing two tons. The bridge allowed 20,000 men of the First Marine Division and elements of the Army's Seventh Division to cross a 1,500 foot deep gorge and fight their way south to freedom.

Tunner finished his military career serving as Commander, US Air Forces Europe and then most fittingly, commander of the Military Air Transport Service.

But not all airlifts which followed were, successful. The Indo-Chinese insurgency which has distracted the French during the Berlin Airlift, became the main focus of French Union military efforts. In the spring of 1954, the French attempted to lure the Viet Minh forces into a set-piece battle in a valley near the town of Dien Bien Phu. Operation Castor was initiated by a paratroop assault and supported by airlift using a runway in the valley. However, the Viet Minh moved in major military units, seized the high ground, and used 105 mm howitzers, captured by the Chinese from UN forces in Korea, to bombard the French garrison and rendered the airstrip useless. Continued air support continued using parachute drops but the effort suffered from too few French resources. Arguably, the first US

citizens to die in what would be called the Vietnam War were the legendary soldier of fortune, James McGovern, better known as "Earthquake McGoon" and his co-pilot, Wallace Buford, killed when their C-119 was shot down while dropping supplies, the day before the fortress fell.



"Earthquake's Final Flight", a painting by Jeffrey Bass, depicts the damaged C-119, left prop feathered, engine streaming oil, dropping its load into the French strongpoints at Dien Bien Phu.

But the United States Air Force has capitalized on all of its past experience and engaged in many humanitarian and military airlifts after Berlin. The aerial supply of the USMC enclave at Khe Sanh, Vietnam during early 1968 was a model for flying supplies into a hostile environment. Ammunition, food, fuel, bunkering materials, and medical supplies flowed in and casualties flew out. Assault landings, low altitude parachute extraction techniques, and classic parachute drops were all used as dictated by the tactical situation. Restricted approaches, anti-aircraft fire, and the prevalent fog all limited the operation's efficiency and forced the employment of a surge tempo rather than a steady flow but the besieged Marines were well supplied and held out until relieved.



Arguably, the greatest tactical airlifter in history, the newest model of the Lockheed C-130, flown by the Rhode Island National Guard's 147th Airlift Wing demonstrates an airdrop.

This first Cold War victory, won by the air, ground, and command staff of the Berlin Airlift, was a propaganda bonanza for the West. But more importantly, it signaled the Russians that appeasement would not be the way of the future and also sent a message to our allies that we had the will to stand behind them. The Cold War would not end for another half century but air power had made a unique contribution towards the ultimate victory.



A C-54E, the Spirit of Freedom, is maintained and flown by the Berlin Airlift Historical Foundation. The aircraft bears the flags of the United States, Great Britain, and Germany. The aircraft also served the Navy and Marines as an R5D-4

Emblem of the Air Transport Command



*Der Luftbrücke Memorial, Tempelhof
The three prongs represent the three air corridors. The base is inscribed with the names of the airmen who were killed during the Airlift. A corresponding monument stands at Rhein Main Air Base*



*Capt. James A Vaughn, New Haven, Conn.
18 October, 1948*

Connecticut Citizen Lost on the Airlift

*“Upon such sacrifices, my Cordelia,
The gods themselves throw incense.”*

*William Shakespeare
King Lear, Act V, Scene III*

Readers are encouraged to visit the website of the Berlin Airlift Historical Foundation at <http://www.spiritoffreedom.org/> Click on "What was the Berlin Airlift to view eight 1940s newsreels about the Berlin Airlift and an extensive slide collection of aircraft.

A CONTINUING SALUTE TO NAVAL AVIATION ON ITS 100TH BIRTHDAY

THEY CARRY AIRCRAFT AND THEY KINDA LOOK LIKE AIRCRAFT CARRIERS BUT.....



USS Bon Homme Richard, LSD 6

The *USS Bon Homme Richard* is an amphibious assault ship whose main purpose is to land US Marines by means of helicopters, landing crafts, and amphibious assault vehicles. She carries the name of the frigate commanded by John Paul Jones which captured HMS Serapis during the Revolutionary War.



USS New Orleans, LPD 18

USS New Orleans, LPD 18 is capable of carrying a full battalion of US Marines. She is named for the War of 1812 Battle of New Orleans.



USS Makin Island, LHD 8

USS Makin Island is named for a World War II battle in the Pacific. LtCol Evans Carlson led the 2nd Raider Battalion, USMC ashore in one of the first US offensive actions in the Pacific.

Sikorsky CH-53E Super Stallion Visiting GON

The three engine Super Stallion is the largest helicopter flown by US forces and is an integral part of most USMC amphibious units.

