

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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SCHEDULE OF COMING EVENTS

14 FEB-TRCS Meeting-Independent Work
15 FEB-Wing Staff Meeting
21 FEB-TRCS Safety Down Day-Dickinson/Hanke
28 FEB-TRCS Table Top SAREX-Neilson

03 MAR-CTWG Cadet Competition Day
10-11 MAR-Squadron Leader's Course
15 MAR-CTWG Cadet Competition
17-18 MAR-Great Starts-Camp Niantic
17-18 MAR-TLC Course (Seniors)-Camp Niantic
18 MAR-CTWG SAREX (tentative)
31 MAR-CTWG Pilots Meeting
21 APR-CTWG SAREX
21-22 APR-Corporate Leader's Course
04 MAY (FRI)-Ledyard A/S Festival
16 JUN-CTWG SAREX
23-30 JUN-PAWG RCLS Course
21 JUL-04 AUG-Nat'l. Emergency Services Acad.
11 AUG-CTWG SAREX
19-22 SEP-CTWG Guided Training Evaluation

10 NOV-CTWG Conference-Cromwell

CAP ID CARD PHOTOS

All members must now have a "passport style" photograph on file at NHQ. If you do not have a photo identification card, please prepare to have a photo taken at the next meeting. Uniform may be of your choice but a uniform is required.

CADET MEETING MINUTES

07

February, 2012

by

C/Capt Brendan Flynn

C/AB Newland led a Drug Demand Reduction class on hallucinogens. He talked about different types, their history, nicknames for hallucinogens, and the effects of hallucinogens on the body.

C/CMSgt Drew Daniels held a safety class on cold weather injuries. Cadets discussed different injuries, winter dangers, and how to protect against the adverse effects of cold weather.

In a flight time session, flight sergeants talked to their cadets about encampment, wear of the uniforms and reporting to superior officers.

C/A1C Keith Trotochaud led cadets in a team building exercise in knot tying. He focused on the square knot, fisherman's knot, and bowline.

Cadet staff encouraged cadets to apply for a summer encampment. New cadets were given information on the Great Start weekend to be held on March 16-18.

The meeting closed with a discussion of the February 4 squadron SAREX and two promotions. Cadet Austin Eichelberg received the Curry Achievement and was promoted to airman. Cadet Timothy Chartier completed the Arnold achievement and was promoted to Airman First Class.



Maj Noniewicz congratulates our newest C/Amn, Austin Eichelberg

Members are invited to attend the CTWG Cadet Competition on 15 March which includes drill, honor guard, and aerospace education contests. Maj Rocketto will be driving and has room for six in his van.

The USAF Liaison Officer pool will face a reduction-in-force in the fall. These are the officials who interface the Wing and the USAF in many aspects such as mission approvals. The details of the new system will be forthcoming.

SM Stuart Hanke briefed the squadron on safety aspects of cold weather operations. Maj Neilson reminded us to practice for emergencies.

The annual Safety Awareness Meeting, scheduled for 21 February, will commence at 1800.

Maj Noniewicz reviewed the basic CAP uniform policy. TRCS officers will, as a matter of policy, wear uniforms to Commander's Call!

Col Kinch announced that the squadron has four fully functioning heating and air conditioner units but the 200 amp electrical service will allow only three to operate simultaneously. Inquiries are being made to determine the cost of upgrading our system. Until that time, the squadron is restricted to the use of only three of the units simultaneously.

A discussion was held on the conduct of last week's SAREX. LtCol Bergey was praised for his planning and direction. LtCol Doucette stated that we can improve crew resource management by planning a more efficient distribution of flight planning duties. LtCol Kinch stated that a more efficacious method for flight training would be for each aircraft to have a discrete grid assigned for its entire flight. This would eliminate transit time which is not a valuable as search time.

Cadet Timothy Chartier reports to receive his promotion to C/A1C



SENIOR MEETING MINUTES

07 February, 2012

Commander's Call

Capt Noniewicz reported that money is now available for training and orientation flights.

Given the potential “volatility” of computer records, members are reminded that each and everyone should keep a paper copy of any CAP qualification or award.

Two methods were suggested for keeping mission qualifications up to date. Col Kinch recommends carrying a copy of the SQTR and which allows one to keep track of stale qualifications and practice them during training missions. Maj Noniewicz pointed out that you can also do direct entry into the computer as skills are reviewed and practiced. Maj deAndrade cautioned everyone to never let a qualification expire.

The CTWG Conference will be held in Cromwell in November. Maj deAndrade presented a sound argument for a strong attendance by TRCS members.

Capt Farley commented on the training schedule for the next two months. He noted that a Mission Pilot School may be held in Rhode Island in April.

SENIOR AWARD



Capt Edward Miller, Squadron Logistics Officer, received his Red Service Ribbon and a Membership Ribbon with Clasp from Squadron Commander Paul Noniewicz.

deANDRADE AT UCC COURSE

Maj deAndrade served on the instructional staff at the CTWG Unit Commander's Course held in Farmington last weekend. His topic concerned squadron staff roles.

Maj deAndrade states the the course would be a valuable experience for any CAP officer. The course is designed to help potential commanders develop the skills needed to lead and manage their units. Timely and actionable information on leadership techniques, behavior based safety, and planning are only part of a well developed curriculum.

Col Huchko and CTWG staff members were in attendance. The course director was LtCol Paul Rowen from Northwest Hills.

AEROSPACE CURRENT EVENTS

NASA Commercial Crew Program Solicits Proposals

NASA announced that it will select at least two proposals for vehicles to transport crew members to the International Space Station.

Between 300 and 400 million dollars will be allocated to a company to develop plans and demonstrate a vehicle capable of carrying a crew of four on a three day mission.

Predator-C Development Advances

A second General Atomics Predator-C Avenger is now flying. This aircraft has some stealth features and carries a 3,500 pounds weapons and sensors load both internally and on four wing hard points. The new UAV is a development of the same line as the Predator-A, MQ-9 Reaper, and MQ-1C grey Eagle.

AEROSPACE HISTORY

Operation Jericho 18 February, 1944

Precision Attacks and Special Operations by the deHavilland DH98 Mosquito

Part I of this article appeared in the last issue of The Coastwatcher. It explored the recent use of precision guided munitions. But these weapons were not available in World War II and when the Royal Air Force prosecuted their campaign against the Gestapo, they resorted to the extraordinary aircraft known as the Mosquito and daring, dangerous low level attacks. Part II, below, are accounts of the first two raids, Oslo, Norway, and Amiens, France

Part II

Oslo, Norway-25 September, 1942

The Mosquito, or "Mossie" as it was affectionately known by its crews, made its first flight in September of 1940, piloted by Geoffrey deHavilland, Jr. However, it was first publicly announced after 105 Squadron attacked Gestapo headquarters in Oslo, Norway. The Gestapo was the Nazi's state security force and operated without judicial restraint, using the most brutal methods against those considered enemies of the regime. Whenever the Nazis occupied a neighboring nation, the Gestapo would follow, establishing a headquarters and prisons, collecting information,

arresting suspects, and subjecting them to torture, deportation, and execution.

Gestapo headquarters in Oslo was located in the Victoria Terrasse Building, a five story complex which housed Norwegian government offices until the Nazi conquest. The desire to mount a morale boosting raid coincided with intelligence which indicated that a meeting of Quislings, Norwegian Nazi collaborators was scheduled for the 25th of September. Four Mossies of 105 Squadron, led by Squadron Leader George Parry, were staged to RAF Leuchars in Scotland, putting them in a favorable position for what would be the longest Mosquito mission to date, some 1,100 miles. Each aircraft was armed with four 500 lb delayed action bombs.

The raiders flew across the North Sea at 100 feet but were intercepted by two FW 190 fighters, causing one of the aircraft to make a force landing. The surviving three aircraft evaded the interceptors and pressed on. Approaching at low altitude, the bombers managed to put four of the 12 bombs into the building but one failed to explode. Unfortunately, some 80 civilian casualties ensued, the Norwegian government-in-exile protested, but lessons were learned.

Operation Jericho
Amiens, France-18 February 1944

The attack on Amiens Prison, a February event, inspired this article. Purportedly, the raid was staged in an attempt to give some 120 prisoners, captured members of the French resistance movement a chance to escape. Their executions had been scheduled for 19 February. Intelligence information outlining the arrangement of the prison buildings, the structure of the exterior walls, and the placement of guard's barracks and prisoner cells were forwarded to the RAF's 2nd Tactical Air Force and three squadrons from No. 140 Wing were selected to perform the mission:

six Mark FB.VI Mosquitos from each of three squadrons, No. 21 Squadron RAF, No. 464 Squadron RAAF, and No. 487 Squadron, RNZAF. A Mosquito from the Photographic Reconnaissance Unit (PRU) accompanied the raid and secured imagery of the attack.



*An FB.VI Mosquito in the colors of 133 Squadron,
Royal Norwegian Air Force at Bodo, Norway.*
(Bodo Museum Photo)

The leader of the force was RAF Group Captain P.C. Pickard, DSO (2 bars), DFC, DFM. Pickard was an experienced pilot but had only accumulated some ten hours in the Mossie before receiving command of the attack force. He was a well known personality, the star of the propaganda docudrama film, *Target for Tonight*, which received wide distribution in the Commonwealth and the United States. His navigator, with whom he had flown over 100 missions, was RNZAF Flight Lieutenant J.A. Broadley, DSO, DFC, DFM.

The mission was slated to be flown about a week before the Nazis planned to execute the prisoners but bad weather delayed the launch until 18 February. On that day, the weather unfavorable and the final decision to launch was made two hours before the deadline. Hawker Typhoons would provide top cover and a diversionary raid was scheduled to hit a nearby rail station.



One Mosquito photographs another as they track down the Albert-Amiens road and bomb the target. (RAF Photo)

The raid was almost nominal in its execution. Five of the eighteen attackers aborted, four having lost contact with the formation in the abysmal weather and one with engine problems. But the remaining 13 bombers pressed on. They followed a circuitous low level route at and below 100 feet in altitude. Their initial point was the town of Albert, northwest of Amiens, from which they followed a straight road directly to the target. The first wave hit the prison at the noon lunch hour, one minute late!

The aircraft were armed with 500 pound bombs fitted with 11 second delay fuses. The delay fuse was to prevent the aircraft from being downed by the explosion of its own bomb. Furthermore, the raid was scheduled to attack in as many as three waves each three minutes apart for both safety and an opportunity for bomb damage assessment.

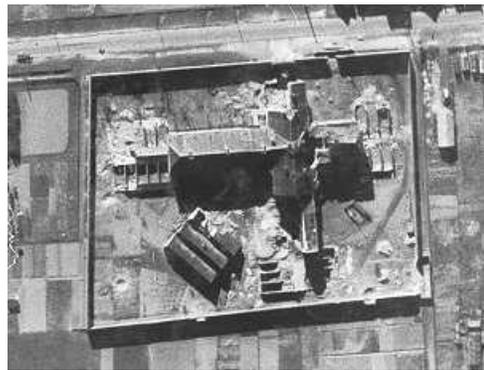
The first wave was conducted by 487 Squadron. Three of the aircraft breached the east wall of the prison and two of them holed the north wall.



One of the holes blasted in the wall of the Amiens Prison.

The east wall was attacked three minutes later by two 464 Squadron Mosquitos with indeterminate results. At the same time, the bombs from two more of the 464 Squadron aircraft hit the main building and the guard's barracks.

The PRU Mosquito, circling at about 500 feet and filming the attack, reported the breach in the north wall and the damaged western end of the main building. Men were seen running into the field from the holed north wall.



Post attack photo of the prison clearly shows the damage to the walls and guard barracks. (RAF Photo)

Four aircraft from 21 Squadron were waiting in reserve. Pickard radioed them and called off their attack since the main objective had been achieved. Reports then indicated that a German Fw-190 shot him down. Both Pickard and Broadley were killed. A second Mosquito was also lost on the return flight.

Some 100 French prisoners were killed and about 250 escaped although about 180 were recaptured. Although the airmen carried out their task with consummate skill, a pall of controversy exists about the necessity and the results of bombing Amiens Prison. A French researcher, Jean-Pierre Ducellier, claims that the raid was really part of Operation Fortitude, a plan to convince the Germans that the upcoming invasion would be in the Pas de Calais region rather than Normandy. Furthermore, he states that the report of a plan to execute prisoners was false and that few resistance fighters were really incarcerated in Amiens.

Researchers who have attempted to track down the responsible official or office or agency which promoted the raid have failed and the Amiens raid's origins are shrouded in mystery.

A one hour BBC Two special, *Operation Jericho*, which explores the details of the attack may found at: <http://www.bbc.co.uk/programmes/b016n2zz>.

Part III, the attacks on Gestapo facilities in Holland and Denmark will be presented in the next issue.

MOSQUITOS IN THE MOVIES

The Coastwatcher staff recollect two films in which the “Mossie” played a starring role.

The first of these films is *633 Squadron*. Cliff Robertson, a pilot and supporter of aviation, played the squadron commander. Robertson was a well known aviation enthusiast who at one time owned and flew a Spitfire. Once while flying charter, Maj Rocketto met Robertson at East Hampton. Robertson was flying a Beech Baron but for some reason, lacked a current sectional. Maj Rocketto gave him a spare which he happened to have.

The main theme of the film was the use of Mosquitos to attack a German rocket facility in Norway. The facility is located in a fjord and the attack must be made under difficult circumstances.

The film did employ a fleet of real Mosquitos, mostly TT35s used for target towing and operated by contractors flying for the RAF.

However, there was a sub-theme. A Norwegian resistance agent with information about the plan for the raid is captured and under torture. The Gestapo building is attacked and this bears some resemblance to the substance of the attacks which are described in the ongoing article.



The second film is *Mosquito Squadron*. This film starred David McCallum whom current viewers of NCIS know as Ducky, the doctor. Older readers may remember him as Illya Kuriyakin in the TV spy series, *The Man from U.N.C.L.E.*

But we digress!

The theme of this second film is an echo of the first. A raid must be conducted against a German rocket facility. The target is underground, beneath a building in which Allied prisoners are being held as human shields. Reminiscent of the Amiens raid, the Mosquitos first use a bouncing bomb which closely resemble the “Highball” weapon developed by Barnes Wallace to blow a hole in the wall of the section where the prisoners are held. The prisoners flee and a second wave of Mosquitos then take out the weapons factory.

Does all of this sound familiar? Both films draw on the real exploits of the World War II Mosquitos and *Mosquito Squadron* even uses shots from *633 Squadron* to flesh out its air scenes.



TA 719 was as B35 Mosquito converted to a TT35. It actually flew some of the scenes in 633 Squadron and Mosquito Squadron. She now hangs on display at the Imperial War Museum, Duxford

