

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

04 MAY-Ledyard A/S Festival-Juliet Long
12 MAY- 'O Flights for the 103rd at Simsbury
12 MAY-ASGH Star Party
19 MAY-NER TRAEX
19 MAY-USCG Sector LI Sound Open House
02 JUN-Basic Communications Course
03 JUN-Squadron Maintenance Day
16 JUN-CTWG SAREX
16-17 JUN-Quonset Air Show
23-30 JUN-PAWG RCLS Course
12-14 JUL-*Casa Wojtcuk* Bivouac
21 JUL-04 AUG-Nat'l. ES Academy
04 AUG-Basic Communications Course
04-05 AUG-Westover Air Show
11 AUG-CTWG SAREX/Cadet Ball
24-26 AUG-CAP National Conference-Baltimore
15 SEP-Advanced Communications Course
19-22 SEP-CTWG Guided Training Evaluation
03 NOV-Basic Communications Course
10 NOV-CTWG Conference-Cromwell

CADET MEETING MINUTES

01 May, 2012

by

C/Capt Brendan Flynn

PT began with the mile run at Poquonnock Plains Park and finished with push ups, sit ups, and the sit and reach at the squadron.

C/TSgt VanDevander led a safety class on dehydration. He discussed the causes and symptoms of dehydration and the importance of remaining hydrated.

Cadet Stout held a Drug Demand Reduction class on heroin. He described the symptoms and dangers of its usage and its appearance and common nicknames.

Maj Rocketto presented details about the May 4 Juliet Long AE festival.

GLIDER ORIENTATION FLIGHTS

28 April, 2012

The glider flights were cancelled due to winds and turbulence.

SENIOR MEETING MINUTES

01 May, 2012

The first meeting of the month was devoted, as customary, to individual projects.

TRCS DINING-OUT

27 April, 2012

The Squadron officers and spouses held their annual "Dining-Out" at the Thames Club in New London. Dining-Out is a traditional observance whose roots are found in the Dining-In ceremonies of military units as far back as the Roman Legions. Whereas Dining-In is a formalized gathering restricted to unit

mess members, dining-out invites family members and guests to celebrate in a less formal setting.

Capt Wojtuck served as chief planner and *de facto* President. Some two dozen participants enjoyed an evening of fellowship, good conversation, food, and games.

GON ANNUAL EMERGENCY PLAN REVIEW

26 April, 2012

Maj Rocketto represented TRCS at the Groton Airport Mass Casualty Emergency Table Top Exercise and Emergency Plan Review. The program was planned and directed by Captain Mark D. Lewandowski, commander of the airport crash rescue crews for the Connecticut Department of Transportation. The meeting was attended by 25 officials from pertinent federal, local, and state agencies, the Army National Guard, and GON FBOs.

The first session was a review of the resources available at Groton, the capabilities of the newly installed Engineered Materials Arresters System (EMAS) which provides over-run protection on runways 05-23, and a discussion of who might be in charge given different scenarios.

The first session was a table top exercise which postulated that an ATR-72 carrying 27 passengers and crew had over-run runway 23. Various officials were quizzed as to their responses. As the exercise continued, the participants interacted, noting good practices and marking problems for further discussion and solution. Communications, mustering points, security, public information, family affairs, clean-up, airport operations, and crisis management were just some of the points considered.

ASTRONOMY NIGHT

TRCS members and family are invited to attend a Star Party at Hurd State Park on Saturday, 12 May starting at dusk. The cloud date is 19 May. Dean Kavalkovich, a NASA Solar System Ambassador and the members of the Astronomical Society of Greater Hartford will set up their telescopes and guide the view of celestial objects.

AEROSPACE CURRENT EVENTS

LATEST FEATURES ON BOEING 737 MAX

Boeing, engaged in a duel with Airbus's A320 neo, for future contracts, has announced that they will employ a newly designed “dual feather” winglet on their entry. The winglet is expected to provide another 1.5 percent fuel efficiency improvement over current winglet designs. Boeing also claims that other improvements, engine and aerodynamic changes, have added 10 to 12 percent more efficiency to the aircraft.



Winglets, a concept devised by NASA's Richard Whitcomb during the 1970s, increase wing lift without increasing wing length by reducing the drag created by tip vortices. The Boeing split winglet also adds less weight than a conventional winglet.

AEROSPACE HISTORY

The Last US Navy Aerial Torpedo Attack

The Hwachon Dam

May 1, 1951

Part I

At the end World War II the 35 year Japanese occupation of Korea ended. The United Nations established a trusteeship administration for the country with the Soviet Union administering north of the 38th parallel and the United States south. Five years later, the Korean People's Army (KPA), with Soviet and Chinese Communists encouragement, crossed the 38th parallel in an attempt to take control of the Republic of Korea (ROK). For the first ten months of the conflict the battle lines shifted north and south as KPA and United Nations (UN) forces, supporting the ROK, struggled to gain territory but after almost a year, the front was roughly back along the 38th parallel.

The KPA, now reinforced by a massive infusion of Chinese troops known as the People's Volunteer Army (PVA), started a spring offensive in April of 1951. The UN forces were stretched across the peninsula and near the center stood the Hwachon Dam. The concrete dam had been completed in 1944 to provide hydroelectric power and control the waters of the Pukhan and Han Rivers. The dam, located on the northwest edge of the Hwachon Reservoir contains sixteen sluice gates which control the flow of the river system which extends across most of South Korea.



General Matthew Ridgway, commanding UN forces in Korea, was concerned that the North Koreans might use the dam to either raise the river level to impede UN forces or lower it to suit the movements of their own troops. In early April, the KPA/PVA did just that by opening the gates and destroying and damaging UN bridges downstream. Flooding has been a military tactic for hundreds of years. Frederick Henry, The Prince of Orange, initiated the construction of the Dutch Water Line, in 1629. A chain of fortress defended dikes which could flood critical areas to either block the path of attackers or channel them into killing zones. Over the next three centuries the plan was used successfully on several occasions and only abandoned after World War II. In 1938, Chiang Kai-Shek's Chinese Nationalist Army destroyed the levees on the Yellow River to slow the advance of the Japanese troops sacrificing over a half million Chinese civilians who drowned.



Downriver side of the Hwachon Dam

The Hwachon Dam was judged an important military asset and UN forces briefly seized it until dislodged by the KPA. A decision was then made to destroy the dam. The US Air Force (USAF) executed several fruitless high level B-29 *Superfortress* bombing raids which damaged neither the concrete structure nor the sluice gates.

As Chinese VPA and KPA troops moved south UN forces found themselves hard pressed and so Ridgway ordered an intensified effort to destroy the dam to deny the Communist forces the initiative. The US Navy was requested to support the operation and Task Force 77,

operating off the east coast of Korea, and formed around the aircraft carriers, *USS Princeton*, *Boxer*, and *Philippine Sea* received the mission to attack the dam at low level.

The attack aircraft aboard the carriers were Douglas *Skyraiders* and Vought *Corsairs*. The *Skyraider* was designed by Edward Heinemann and was one of a line of great navy attack aircraft produced by his fertile mind. Before the *Skyraider*, Heinemann created the SBD *Dauntless*, hero of Midway, and the mainstay of US dive bombers in World War II. Following the *Skyraider*, in 1956, Heinemann developed the A-4 *Skyhawk*, the backbone of navy light attack aircraft for three decades and still serving in foreign air forces from Argentina to Israel.



USN AD-4NA at Museum of Naval Aviation, Pensacola illustrates a typical load of ordnance.

The *Skyraider*, originally designated AD-1, answered US Navy's post WWII requirements for a long range dive bomber. She could carry four tons of ordnance, four 20 mm cannons, and had a combat range of over a thousand miles. The aircraft excelled in the ground support role. An adaptable design, they also served as electronic counter-measures and early warning aircraft. One series was adapted to carry nuclear bombs. During the Vietnamese War, the USAF adopted the design and used them for close air support and as escorts for helicopters rescuing downed airmen.



USAF A-1E at Museum of the US Air Force, WPAFB. Note the different style canopy. This is the actual aircraft flown by Maj Bernard Fisher when he landed in enemy territory to rescue a downed pilot, earning the Medal of Honor.

The F4U Corsair series was a product of engineer Rex Beisel and Connecticut's Sikorsky-Vought Aircraft Company based in Bridgeport. It had the longest production run of any US fighter, 1940-1953, with over 12,500 produced. The unique inverted gull wing was utilized to provide sufficient ground clearance for the large Hamilton-Standard propeller which in turn was needed to harness the huge power output of the Pratt & Whitney R-2800 engine.



F4U-4

A mostly Connecticut product, the Corsair has been adopted by the State as its official airplane. Of particular local interest—the prototype XF4U-1 crash landed on the 14th fairway of the Norwich Golf Club. A superlative fighter, the US Marine Corps pioneered its use in close air support. The plane last saw combat in 1969, fighting for both sides in the Honduran-El Salvador “*Soccer War!*”



XF4U-1 at New England Air Museum

The Navy's first attempt was launched from the *USS Princeton*. Six Douglas AD-4 *Skyraiders* of VA-195 led by Lieutenant Commander Harold "Swede" Carlson each carried two 2,000 pound bombs and a complement of 11.75 inch "Tiny Tim" rockets. Five Vought F4U-4 *Corsairs* were armed with 100 and 500 pound bombs for flak suppression. Attacking in pairs, the *Skyraiders* flew through a gauntlet of anti-aircraft fire, repeatedly striking the dam, but caused no appreciable damage. The aircraft, some slightly damaged, returned safely to *Princeton*.



The topography made low level aerial attacks difficult. The dam's downstream side pointed north into a deep gorge with a river which flowed north and then made a 180 degree turn to the south. The reservoir side of the dam was naturally defended by two 4,000 foot ridges whose slopes were laced with flak batteries.

The commanding officer of the *Princeton* was Captain William Gallery. Gallery's brother

Daniel, commanding officer on the *USS Guadalcanal*, had masterminded the boarding and capture of the German submarine U-505 on the high seas, the first such U.S. action since the War of 1812. Unorthodox solutions to naval problems seemed to be a family trait. As Gallery pondered over the problem, a solution came to him—torpedoes! But as the old saw reminds us, "the devil is in the details." A good idea needs good people for execution so Gallery informed the officers and crew of the *Princeton* to set to work.

The Next issue of The Coastwatcher will carry Part II, detailing the execution of the raid against the Hwachon Dam.

2012 IS THE 100TH ANNIVERSARY OF USMC AVIATION.

CORSAIRS OF THE AIRDALES



F4U-5N at Flying Leatherneck Museum, Miramar, CA

F4U-4 at Museum of the USMC, Quantico, VA



Goodyear built FG-1D in colors of MoH winner "Pappy" Boyington, Pensacola,