

Missions for America
Semper vigilans!
Semper volans!



The Coastwatcher

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

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SCHEDULE OF COMING EVENTS

18 DEC-Annual Squadron Holiday Party
25 DEC & 01 JAN-No Meetings

CITRUS FRUIT DELIVERY

Somedays you get lucky. Friday, the 30th of November was one of them. First, it was not raining and fortuitously, the delivery truck showed up two hours early. Students were scheduled for early dismissal Grasso Technical School, the delivery site and would have left at noon when the truck arrived, leaving us shorthanded for unloading. But with the school in session, Mr. Shawn Carpenter, the Coordinator for our joint fruit drive, mustered his Information Technology Shop and the members of the Grasso Tech Rifle Team. When we arrived at noon, the cargo had been unloaded, separated into the two shipments, stacked, and inventoried.

With the help of the Mr. Carpenter's Computer Games Club, who had stayed to have a meeting, we loaded 298 cases of fruit into our vehicles and moved them to our trailers where they were unloaded and stacked.

Squadron members who engaged in the lifting and toting were: SM Adam and Abigail Wojtcuk, SM David Meers, Major Bourque, SM Connie Bourque, Mr. Hap Rocketto, Majs deAndrade and Rocketto, and C/Maj Flynn.

On Saturday, LtCol Doucette and Majs Noniewicz and Rocketto disbursed orders to customers who showed up between 0900 and 1400. On Sunday, Maj Rocketto stood watch between 1000 and 1400. By that time, two thirds of the fruit had been distributed.

CADET MEETING MINUTES

04 December, 2012

Flank movements were drill elements practiced. Younger cadets were given opportunities to serve as drill leaders.

The balance of the meeting consisted of rocket construction.

The cadet cadre announced that a mentoring program will be instituted to train future command staff members.

BUILDING AND GROUNDS

Recent maintenance work at the trailers has been performed by Lt Looney and Maj Noniewicz. Looney reattached the skirts which had been dislodged by the storms and repaired some windows. Maj Noniewicz replaced the thermostat.

AEROSPACE CURRENT EVENTS and AEROSPACE HISTORY

Cinema Aircraft on Auction Block

The de Havilland DH60 Gipsy Moth, G-AAMY which was featured the Oscar winning film, *Out of Africa* will be auctioned off on 6 or 7 February in Paris. The aircraft has its paperwork and is flight ready.



DH-60 at RAF Hendon

In the film, Robert Redford played the big game hunter Denys Finch Hatton. Hatton went west on 14 February, 1931 when his Gipsy Moth crashed at the Voi, Kenya airport. Hatton influence Beryl Markham to take up flying. Markham was the first woman to solo the Atlantic from east to west and chronicled her adventure in a memoir entitled *West with the Night*.

The Moth's Great Britain registration, G-AAMY is in honor of Amy Johnson, another long distance aviatrix and the first woman trained in Great Britain as a licensed aircraft maintenance engineer, their equivalent of our Aircraft and Powerplant technicians. Johnson was the first woman to fly solo from Great Britain to Australia. With husband Jim Mollison, they made a number of record setting long distance flights. When World War II broke out, she joined the Air Transport Auxiliary as a ferry pilot and became their first casualty, disappearing over the Thames Estuary in 1941.

AEROSPACE HISTORY CTWG AND THE DOLLAR 19

From the Korean War through the mid '70s, the Fairchild C-119 Flying Boxcar not only served in the roles of troop carrier, tactical airlift, and medical evacuation aircraft but was even used as an improvised bomber, gunship, and satellite "snagger." Two of our CTWG officers have related their experiences as Cadets on board the C-119 during USAF Orientation Flights.

LtCol Lawrence Kinch offers this anecdote.

In July of 1957, the Civil Air Patrol was conducting a Tri-State Encampment (Massachusetts, Connecticut, and Rhode Island Wings) at Grenier Air Force Base in New Hampshire. During the Encampment, I was serving as the Cadet Wing's Chief of Staff (Cadet Lt. Colonel). In those days, the encampment was two weeks in length, and during the second week, we were scheduled for an Orientation Flight in A C-119 Boxcar belonging to an Air Force Reserve Squadron stationed at the air base.

As was the practice at the time, the Senior Cadet Officers were divided up so that one of us were manifested on each of the orientation flights scheduled for that day. Each flight consisted of about 25 Cadets. Prior to the scheduled take off time, we were given an in depth briefing on crash landing and bail out procedures, which promptly made all of us a little nervous, but still eager to experience the thrill of flight aboard a USAF Aircraft.

Following the briefing, we all marched out to the flight line where we were met by an NCO from the base Survival Equipment Shop, who gave us a detailed and very thorough briefing on the fitting, wearing and

deployment of our backpack parachutes. This briefing included a detailed demonstration of how to execute parachute landing falls. After being issued our chutes, the Sergeant approached each Cadet and adjusted his chute harness for maximum effectiveness. By maximum effectiveness, I mean if you could still stand up after adjusting your harness, it wasn't tight enough. It was an extremely hot day in July, even for New Hampshire, and once entering the confines of the C-119, the heat and the uncomfortable tightness of the chute harness, made you wonder why you looked forward to this project in the first place.

After about 10 minutes, the aircrew began to start the engines, which immediately projected a smell of engine exhaust and hydraulic oil into the cargo compartment. The excitement began to build, as the aircraft, with the harsh sound of the two engines broken by the sound of moaning brakes, taxied to the take off end of Grenier's Runway.

Following completion of pre-take off checks, the aircraft turned onto the runway, and throttled up to take off power. Slowly-very slowly-the aircraft began to move down the length of the runway. I was sitting on the left side of the cargo compartment in the first seat next to the crew door, and as per the briefing, I was responsible for opening the door in the event of a crash landing. As I recall, I was not thinking too much about the emergency possibilities as I was about getting up into some cooler air, and getting away from the oppressive heat and smells in the cargo compartment.

Somewhere around half way down the runway, with the two engines winding up to an ear splitting roar, the pilot did not like what he saw on the engine gauges and decided to abort the take off run. With an even greater roar, he throttled back the engines, and stood on the brakes and the aircraft slowly converted itself from a potential flying machine to an overpowered sled. The smell of burning brakes

or rubber entered the cargo compartment as the Flight Engineer came down from the flight deck, urging everyone to get out. I unfastened my seat belt and sprang for the crew door but the Flight Engineer beat me to it! As he opened the door, I was the first to rush out only to find that the aircraft had somehow slid off the runway and there was a small tree branch bent up against the crew door, which promptly hit me in the face as I emerged.

Thankfully, there were no injuries, and no aircraft fire. As a bunch of wide-eyed cadets sat about 100 feet upwind of the aircraft, the Base Crash Rescue and Medical Vehicles descended upon us. So there was no flight for us that year, but a greater appreciation of what can go wrong with each attempt to fly.

The experience did not discourage Col Kinch from flying. He joined the Air Force, earned a Master Navigator Rating, flew combat as fire control officer in the AC-130 Spectre, and was awarded the Distinguished Flying Cross. As a CAP aircrew member, he flies missions as a Master Observer.

Four years later, 1st Lt Chet Galemba of the Stratford Eagles was scheduled to attend a 1961 encampment at Dover Air Force Base when she encountered the Dollar 19. Galemba's story starts at Bridgeport Airport where a C-119C was waiting to transport the Cadet contingent to Delaware. Galemba states that:

All the cadets were required to wear a parachute as well as the crew of the C-119C. My chute harness was so tight I could not stand up straight. as I recall. This was typical of all the cadets, as the Crew Chief Made sure all the chutes (TU-7) were cinched up tight. The C-119C rolled down the runway and I didn't think we would make it as I saw many nervous cadets sweating and holding their "D" rings on the chutes.

The plane shook and rattled as it became

airborne (a) miracle in itself). The flight was mostly uneventful until the planes' engineer came running back to our passenger area, looking nervous and looking out the starboard window at the engine, whispering about an OIL LEAK!! This message spread quickly as the engineer disappeared back toward the pilot's area. One cadet across from me got so upset, he pulled the "D" ring he was clasping and the parachute deployed all over the cabin. If we had to jump, he was in trouble..

As the Engineer came back again he was laughing, assisted the nervous cadet and told everyone, it was just a joke and everything was fine. No one was amused!!



C-119C at Pima Air Museum.

The C-119 is a lineal descendent of Fairchild's C-82 Packet. The cargo compartment was enlarged, more powerful engines were installed, and the structure was strengthened. One of its novel features was the high wing, low fuselage design which made loading of heavier equipment easier.



C-82 Packet on left with its daughter, the C-119 on right. Photographed at the Hawkins and Powers facility at Greybull, Wyoming.

More than 1,000 were built, mostly by Fairchild, but a few by Kaiser-Frazer, and a series of modifications took place as the C-119 received more modern equipment or was modified for special missions.



Cockpit of the C-119G

She was a standby of the Troop Carrier Command and called upon in a number of paratrooper drops during the Korean Police Action. For the first time in combat, heavy equipment: jeeps, deuce and a half trucks, and 105 mm howitzers were airdropped with the troops.



Troop Carrier Command C-19 backed by the Fort Benning jump towers.

Perhaps the Dollar 19s finest moment came during a relief missions in December of 1950 to assist beleaguered Marines and Army troops fighting their way out of an enemy encirclement at the Chosin Reservoir. General MacArthur, the United Nations had been in the words of the Duke of Wellington, been "humbled" when the Chinese People's Liberation Army slipped 300,000 men across the Yalu River, *unnoticed!*

The fresh enemy troops swept south, cutting the UN's overextended supply lines and blew up a bridge which was required to cross a 1,500 foot deep gorge at Funchilin Pass. The Marines and Army troops were trapped unless the gorge could be bridged.

Marine engineers decided that four units of the M2 Treadway Bridge were needed to repair the damage. But each section weighed 2,500 pounds and measured 16 feet long by five feet wide. No object with those dimensions had ever been dropped before. Within days, Air Force, Army, and Marine specialists figured the required parachute size and rigging. Initial tests were unsuccessful but no time was left. Larger parachutes were flown in from Japan and without further testing, eight C-119s of the 314th Troop Carrier Wing dropped eight bridge sections to the desperate troops. Only four sections were needed for the repairs which were swiftly accomplished and the evacuation was successful.



While US Forces and allies were occupied in Korea, the French were trying to hold on to their Southeast Asian colonies in a little known place called Indochina. The French generals blundered. Seeking to draw the Viet Minh into an open battle, in 1954 they fortified an isolated valley in the northwest, a valley called Dien Bien Phu.

A former schoolteacher, Võ Nguyên Giáp, invested the valley with trench works and emplaced howitzer batteries and anti-aircraft artillery on the overlooking heights. The howitzers made the airstrip untenable. When the French tried air supply, the Vietnamese triple A forced the re-supply aircraft to fly higher hampering the accuracy of the drops.

The French, desperate for aircraft appealed to the United States and C-119s were transferred from the 314th Troop Carrier Wing, the same Wing that had dropped the Treadways in Korea. The pilots were employees of Civil Air Transport, an airline founded by Gen. Claire Chennault of Flying Tiger fame. But CAT had been secretly acquired by the Central Intelligence Agency!

One of the pilots was a legendary soldier of fortune and former Air Force pilot named James B. McGovern, Jr., a character of prodigious appetite and eccentric behavior, better known as “Earthquake McGoon.” On 6 May, 1954, McGoon and his co-pilot, Wallace Buford, were attempting to drop a 105 mm howitzer to Isabelle, an outpost on the southern edge of the French fortress. The aircraft was hit by anti-aircraft fire, damaging the left engine and the stabilizer. Staggering along on one engine for forty minutes, McGovern and Buford struggled to maintain altitude. Unable to climb over a 4,000 foot ridge line, they turned and tried for an airstrip in the Nam Ma river valley. The clipped a tree, cartwheeled and the aircraft burned. One of the crew of five survived by McGovern and Buford became the first casualties in the Vietnam War. The French surrendered the next day.



Earthquake's Last Flight
Painting by Jeffrey W. Bass

Upon entry of the US into what is sometimes called the Second Vietnam War, the C-119 was a useful cargo carrier. Some were converted into gunships and designated as the AC-119G Shadow. Initially equipped with four 7.62 mm mini-guns and the usual complement of flares, later versions carried additional 20 mm cannon and were equipped with two additional power sources, General Electric J-85 turbojets, one under each wing.



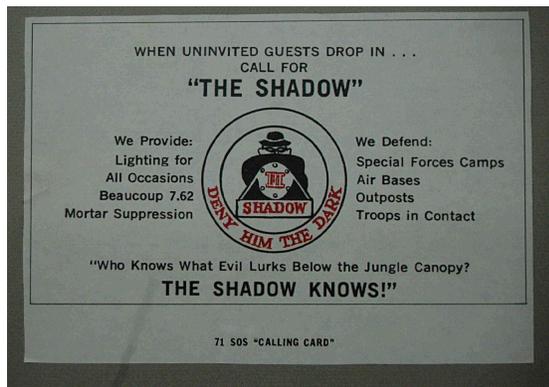
AC-119 at the Air Commando Museum, Hurlburt Field, Florida



The C-119J which snagged Discovery XIV. Note the DF antennas on the nose.



The aircraft was equipped with a special "beavertail" aft end which opened vertically and allowed the deployment of the recovery gear.



Business card of the 71st Special Operations Squadron. The card is on display at Bakalar Airport in Indiana, their former home base. Bakalar is now used by CAP during National Emergency Services Academy for Mission Pilot and Observer training.

The USAF-CIA connection involved another bevy of Boxcars. From 1959 to 1972, the CIA, National Reconnaissance Office, and the USAF collaborated in launching a series of photo-reconnaissance satellites under a variety of code names, principally Discover or Corona. The satellites, known by the code name of Key Hole, recorded the imagery on film which was periodically returned to earth. After re-entry, a parachute was deployed and the capsule containing the film was recovered in midair by a specially equipped C-119J. The first success was Discovery XIV on 19 August, 1960. Later, C-130s would replace the 119s.



Former Royal Canadian Air Force 119 fitted out with a jet pack and once the employ of aerial fire fighting outfit, Hawkins & Powers.

A scandal marked the end of the C-119 service, a scheme known as the Historical Aircraft Exchange Program. The retirement of the C-119s left a shortage of aerial tankers so an arrangement was set up in which C-119s owned by the private companies under contract to the

USFS would be donated to museums and in exchange, the US government would transfer surplus C-130As and P-3s to favored contractors, ostensibly to use as firefighters.

As it turns out, many of the aircraft found other uses, some being transferred overseas. The case broke when contractors, not favored, complained that the program gave their competitors an unfair advantage. Investigations followed and legal steps were taken with some parties convicted and imprisoned, aircraft repossessed, suits filed, and lawyers grew rich.

At this time, the C-119 may be seen in a number of museums and they have appeared in several movies. The lamentable re-make of *The Flight of the Phoenix* substituted a C-119 for the C-82 which appeared in the earlier and much better Jimmy Stewart movie. A movie about aerial fire fighting, *Always*, a remake of a World War II movie called *A Guy Named Joe*, has a C-119 in the background in one of the scenes.

So the Dollar 19 has passed into history but memories still linger in the minds of some of our CAP members, ex-crew, paratroopers, and the Marines and Army troops who crossed the Treadway Bridge in the Funchilin pass during that frigid march south from the Chosin Reservoir.

FLYING BOXCAR TYPE AIRCRAFT

The two boomed design was used on other aircraft with similar functions.



Armstrong-Whitworth A650 Argosy, a four engined lifter from Great Britain.

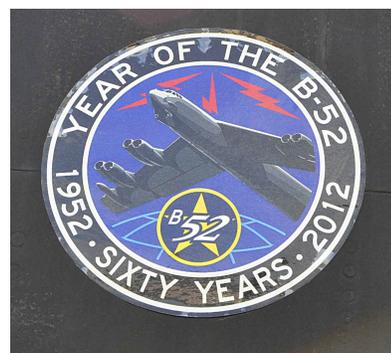


Nord 2501D-IS, a French design also used by the Israeli Air Force. This plane also carries Israeli civil markings 4X-FAE to ease transit through foreign airports.



Israel Aircraft Industries Model 202 Arava, A STOL aircraft and the first IAI indigenous design.

60TH ANNIVERSARY OF THE BUFF



The oldest aircraft type in the USAF order of battle cannot compare with that of the US Navy. The Navy maintains the USS Constitution in commission, the oldest warship afloat. Old Ironsides was launched in 1797 which makes her over two centuries old.

Nonetheless, recent news about the aging USAF inventory highlights the grand old lady of the warplane fleet, the Boeing B-52 Stratofortress, known to the cognoscenti as “The Buff.”

The original design of the aircraft was for a straight winged and six turboprops but when the Boeing engineering team met with the Air Force officials in Dayton, Ohio, a jet powered aircraft was demanded. Ed Welles, Boeing's Chief Engineer and his cohorts holed up in a hotel over the weekend and on Monday produced a 33 page report and a balsa wood model which the Air Force accepted as the B-52.

The X and Y prototypes had fighter plane type canopies with the pilot and co-pilot in tandem but when General Curtis LeMay told Boeing that if they wanted the USAF to buy the plane, it must have side-by-side seating. Boeing redesigned the the forward section to accommodate his wishes.



YB-52

(Photo credit: Boeing)

Designed a a long range, high altitude nuclear strike bomber, the B-52 has been modified for a number of different missions from low altitude penetration to stand-off missile attack.

The first of the stand-off missiles was the North American AG-28 Hound Dog which carried a nuclear warhead. The two missiles carried were so designed that their engines could be used to assist the B-52 on take-off and then shut down.

A range of other weaponry has been added including various marks of air launched attack missiles and precision guided bombs.

The aircraft first flew in 1952 and some 744 were built, A models to H models. A conversion of an A model became the NASA -52A, modified to launch the X-15 research aircraft.



The NB-52A displaying mission marks and the X-15 launch pylon under the starboard wing.



Note the cutout in the flap just behind the launch pylon to allow carriage of the X-15.

The B models were the first operational Superfortresses.



A SAC reconnaissance conversion, the RB-52B

During the Vietnam War, the D models were adapted for dropping conventional weaponry and could carry up to 108 500 pound bombs internally and on two wing pylons.



A D Model at Maxwell AFB



The radar controlled four gun battery of 50 caliber machine guns

The G model was constructed with a wet wing, shorter tail, and spoilers replacing ailerons.



Eglin's AF Weapons Museum has a G model on display.

The only 52s now flying are the H models. Their most noticeable feature features are the bigger nacelles housing turbo fan engines and the replacement of the four 50 calibre tail guns with a 20 mm Vulcan. There are around 100 of them in the force, based at Barksdale AFB in Louisiana and at Minot AFB in North Dakota. The USAF expects that the Buff will remain active until 2040, which will mean an active life of almost 90 years!

Most of the aircraft were sent to the Aircraft Maintenance and Regeneration Center in Arizona where they were scrapped to fulfill an arms limitation treaty agreement with the Soviet Union.



Destruction of the older B-52s was done under carefully supervised conditions and check by Soviet reconnaissance satellites.

The Air Force has a number of other “senior citizens. The Lockheed C-130 had a first flight in 1954, the Lockheed U-2 first flew in 1955 and the KC-135 followed a year after. All of these aircraft have been upgraded and will continue to serve until replaced.

The B-52 has also achieved a measure of fame by being featured in a number of Hollywood films. In the black comedy, *Dr. Strangelove*, Maj T.J. Kong, flies his badly damaged B-52 to its Russian target and brings about Armageddon.

Bombers B-52 was unusual in that it centered about the problems faced by an Air Force mechanic who was struggling to chose between staying with the service or assuming civilian employment. Going up the chain of command, *Gathering of Eagles* focused on a Wing Commander's problems.

Strategic Air Command starred WWII and Vietnam Air Force veteran, Brigadier General Jimmy Stewart. It was co-written by another 8th Air Force vet, Beirnie Lay, Jr., author of *Twelve O'Clock High*. It featured a mass take-off of Stratofortresses, trailing their black exhaust plumes.

Finally, *Wild in the Sky* was an improbable story about a plan to blow up the Fort Knox gold reserve with an atomic bomb carried in a hijacked B-52.