

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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07 March,

SCHEDULE OF COMING EVENTS

19 MAR-TRCS Meeting
16 MAR-O Flights (tentative)
16-17 MAR-SLS at Camp Niantic
23 MAR-PT at USCGA (0800-1000)
23 MAR-CTWG Cadet Competition
26 MAR-TRCS Meeting
30 MAR-CTWG SAREX (06 APR Rain Date)

19 APR-Tentative Date-Senior Banquet
21 APR-Glider Orientation Flights
27 APR-PT at USCGA (0800-1000)
26-27 APR-CTWG Encampment Staff Training

10 MAY-Ledyard A/S Night (Friday)
18 MAY-Commander's Cup Rocketry Contest

7-8 JUN-CTWG Encampment Staff Training

09 JUL-CTWG KC-10 O Flight (Tuesday)
21 JUL-03 AUG-NESA-Camp Atterbury, IN
27 JUL-CADET Ball-USCGA

10 AUG to 17 AUG-CTWG Encampment

CADET MEETING

05 March, 2013

submitted by

*C/A1C Justin Ketcham & C/Maj Brendan
Flynn*

Cadets reported to the airport parking lot for drill in the near Spring-like weather. Column and flank movements were practiced

Cadets then reported to the squadron trailer. C/2Lt Daniels ran the cadets in rounds of reciting the Cadet Oath.

Afterwards, C/2Lt Daniels gave everyone a wilderness safety class. Daniels put emphasis on malicious insects. Each night, after hiking in tick infested areas, one should carefully inspect one's body for the difficult to detect ticks.

Rocketry followed. Capt Wojtcuk tempted cadets to finish their rockets by showing and example of the rocketry badge which can be earned upon completion of all requirements.

C/2dLt Daniels asked that encampment applications be turned in as soon as possible.

SENIOR MEETING

05 March, 2013

The meeting was dedicated to individual projects and small group training.

Emergency Services personnel worked with computers as they attempted to ken the mysteries of WIMRS.

Maj Rocketto ran four members through a

familiarization course on the Johnson base radio and the new hand held radio.

LtCol Kinch and Maj Welch worked on administrative tasks.

Lt Meers ran a preliminary viewing of Maj Rocketto's draft computer slide show on TRCS and the CAP mission.

SQUADRON LEADERSHIP SCHOOL

*submitted by
Glen Dains, Maj, CAP
CTWG PDO*

CTWG will be hosting Senior Member Professional Development courses beginning in March.

Squadron Leadership School (SLS) will be held Saturday and Sunday, March 16 and 17, at Camp Niantic. An additional SLS will be conducted in Stratford and a Corporate Learning Course will be announced shortly, as soon as we can resolve scheduling issues.

Squadron Leadership School is a component of Level II of the Senior Member Professional Development Program. SLS is designed to enhance a senior member's performance at the squadron level, to increase understanding of the basic function of a squadron, and how to improve squadron operations.

Upon completion of the school, members should be able to:

Understand the basic expectations associated with being a CAP member; commit to serving as a staff officer.

Develop an appreciation for the essential role squadrons play in CAP; acquire practical knowledge necessary for serving as a staff officer.

Comprehend the leadership attitudes and skills necessary for serving effectively as a squadron staff officer.

To enroll for the Niantic course, please submit a CAPF 17, with your commander's endorsement, to Wing Headquarters no later than Wednesday, March 6, 2013. Applications received after that date will be returned. Forms may be hand delivered or mailed to Wing Headquarters at P.O. Box 1233, Middletown, CT, 06457-1233.

Prerequisites for attendance are completion of Level I and enrollment in one or more specialty tracks. Uniform will be blues, corporate equivalent or polo shirt uniform – absolutely no flight suits or BDUs. Detailed directions and additional course information will be provided with enrollment confirmation.

Billeting is available at Camp Niantic for the weekend, at a very reasonable rate. Please contact

Maj Joe Palys at jpalys@circle1marketing.com.

We are seeking highly-qualified members to serve as staff members for this course. Per CAPR 50-17, these positions meet Professional Development requirements of Level IV. Any member interested in serving as a staff member should reply to this message, with a short description of your relevant experience.

AEROSPACE CURRENT EVENTS

FFF Restored DC-3 Makes First Flight

The Historic Flight Foundation at Everett Washington's Paine Field debuted its beautifully restored DC-3 and flew it last weekend.



The aircraft flew in WW II for China National Aviation Corporation on the “Hump” route between India and China.

It then passed through the hands of Gen. Claire Chennault, Flying Tiger Commander and his post war Civil Air Transport, a company which eventually evolved into Air America.

In the late '40s, the aircraft returned to the United States and flew for Pan American Airlines. Retired from airline work, the DC-3 then became an executive transport for Johnson & Johnson.

The restored bird flies in the PanAm livery but the interior is a mix of PanAm décor and VIP furnishings which are representative of two of its past uses.

The “Three” was a mainstay of the airlines from its introduction to the line in 1936 by American Airlines. It was able to make a profit without the subsidy provided by the US Postal Service air mail contracts and proved the viability of dedicated passenger carriage.

Some major airlines utilized the DC-3 into the 1960s and they still soldier on today as freight carriers, military transports, and turboprop conversions. Buffalo Airlines out of Yellowknife, Northwest Territories, Canada, still operates DC-3s on scheduled passenger service/

Here are seven DC-3s bearing the livery of different airlines.



A Varig DC-3 is on display in Rio de Janeiro.



Basler Airlines operates out of Wittman Regional, Oshkosh, Wisconsin. Basler is a major supplier of turbo prop conversions of the DC-3.

An Alaska Airlines DC-3 on exhibit at the Museum of Flight, Seattle.



LAN-Chile, one of the many South American operators of DC-3s



Eddie Rickenbacker's Eastern Airlines operated the aircraft for 17 years. The aircraft is on display at the National Air and Space Museum on the Mall in Washington.

A DC-3 sporting North West Airlines paint is on view at the Henry Ford Museum in Dearborn.



Provincetown-Boston liner on the ramp at P-Town. One of the last DC-3s retired by PBA, around 1985, has over 90,000 flight hours!

AEROSPACE HISTORY

Lend Lease

Seventy Two Year Anniversary

LtCol Carl Stidsen recently reminded the editor of *The Daedalean* about “Lend-Lease,” the US program which supplied material support to our World War II allies. A group of aviation history enthusiasts, the Bravo 369 Flight Foundation, are engaged in a project which will celebrate the transfer of US aircraft to the Soviet Union via Alaska. Col Stidsen provided some interesting material and The Coastwatcher decided that the lend-lease was such an important event that it ought to be recognized in our pages.

By mid-1941, Great Britain and its Commonwealth Allies had been fighting the Nazis for a year and a half. China had been in a hot war with Japan for almost five years. The resources of those who would become our allies were close to exhaustion.

Meanwhile, the United States, bound by the Neutrality Acts of the 1930s followed a “cash and carry” policy. If a belligerent nation wished to acquire goods, they paid cash and carried the purchase home in their own hulls.

President Franklin D. Roosevelt and key figures in his administration were perceptive enough to realize that the fall of Great Britain would be detrimental to the security of the United States and searched for a solution. Resistance to involvement in the European conflict was strong, even to the issue of selling supplies. Isolationists, recalling the carnage of World War I, wanted the United States to avoid any participation in overseas wars. Pro-Fascist elements and the large population of citizens with German and Italian roots were leery of supporting Britain. And interestingly, the our military resisted, knowing that the transfer of large quantities of war goods would weaken the build-up of US forces.

Britain had used most of its dollar resources of its hard currency to keep itself in the fight and was becoming desperate for a source of war materials.

Parliament went to far as to take over all British dollar assets in the United States; real estate, business operations, and cash, paying off the owners in pounds sterling. Additionally, a flow of high value goods such as whisky and wool garments were exported to the United States in order to provide more of the hard currency needed but it was not enough. By the beginning of 1941, some three-quarters of the British cash reserve was gone. Prime Minister Winston Churchill appealed to President Roosevelt saying “give us the tools and we will finish the job.”

The plan which the Roosevelt administration developed came to be known as lend-lease. Roosevelt commented that when one's neighbors house is on fire and your is endangered, you do not sell him your garden hose at market value but lend it to him expecting it to be returned when the crisis has passed. Under the terms of lend-lease, huge quantities of war supplies were either given on leased to Great Britain. Record keeping was spotty and neither limits nor provisions for repayment were established. The total value of the entire program came to around 650 billion dollars in today's currency and most of it was either never returned or paid for with a generous 10% discount. Churchill stated this to be “the most unsordid act in the history of any nation.”

On 11 March, 1941, almost eight months before Pearl Harbor, the House of Representatives passed, by a vote of 317 to 71, “An Act to Promote the Defense of the United States”- better known as “Lend-Lease.”

The deal was not one way. The British send us valuable technology. The cavity magnetron, the key to effective radar went to Massachusetts Institute of Technology for further development. Rolls Royce licensed Packard to build the fabulous Merlin engine which made the North American P-51 Mustang the best long range fighter of the war and powered our PT boats. Frank Whittle's revolutionary jet engine, the W1.X was sent to General Electric in Lynn,

Massachusetts and by 1942, Bell was flying our first jet fighter, the XP-59A Airacomet and in 1944, Lockheed completed the XP-80 Shooting Star. The US also were given many British aircraft for special purposes, notably the Supermarine Spitfire, Dehavilland Mosquito and Bristol Beaufighter. An earlier deal also provided 50 overage four-piper destroyers in exchange for 99 year leases or rights on naval bases in Canada, the Bahamas, Bermuda, the Caribbean, and British Guiana.

One of the earliest models bought by Great Britain was the Lockheed Model 14 Super Electra which was converted almost overnight by Lockheed into The Hudson maritime patrol bomber.



This Hudson IIIA carries Australian colours and is in the RAF Museum, Hendon.



Model 18 Lodestar, the Hudson's big brother, was designated as the C-60 by the USAAF.

The aircraft which we constructed for Great Britain and our other allies were of 75 different types and the final production numbers totaled approximately 39,000 aircraft. The most popular model was the North American T-6 Texan which the British named "Harvard." Five thousand of these trainers were used in the Empire Training Scheme, based in Canada, Great Britain, and

Rhodesia.



Lend lease Trainers were named after U.S. universities. The Harvard in the foreground is backed by a Fleet built PT-26 Cornell.



The Stearman PT-13B did not prove satisfactory. The open cockpit made life unpleasant and learning difficult for the student pilots in the Canadian north winter weather. Cornells replaced them.

The Curtiss P-40 Warhawk, known in British service as a Tomahawk or Kittyhawk, placed second in number with 3,500 supplied, many of which did yeoman service in the North African and Middle East campaigns.



Kittyhawk III

Consolidated LB-40 Liberators, a version of the B-24 were used as long range transports and even more importantly, by Coastal Command. Their range enabled them to patrol what had been called the mid-Atlantic Gap, and mitigate

the damage done by German submarines. Most remember the (air) Battle of Britain but few recall the (sea) Battle of the Atlantic. If the supply route from the new world to the beleaguered Britons had been severed, the war would have been lost. The Liberator was one reason for the triumph in the Atlantic.



This "Lib" was seconded to the Indian Air Force.



The Consolidated PBY-5A Catalina, known as the Canso, along with the Liberator, served to fill in the Mid-Atlantic Gap during the Battle of the Atlantic.

Fairchild's sturdy trainer, the PT-26 Cornell went Canada, South Africa, Rhodesia, and India. Production overwhelmed the Hagerstown, Maryland factory so a factory was constructed in Canada operated by Fleet aircraft. The final production totaled some 2200 aircraft.

Connecticut's own F4U Corsair, most produced in Bridgeport, was supplied also, about 2,000. British Corsair pilots trained at Quonset Point, Rhode Island. The Royal Fleet Arm were the first to master the aircraft for carrier operations. The US Navy had so much initial difficulty that they transferred the Corsair to the US Marine Corps for land based operations.

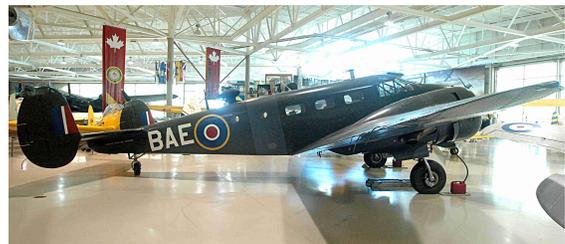


The Goodyear built FG-1D Corsair displays the markings used in the Pacific. The red center of the RAF and Fleet Air Arm was deleted to avoid confusion with the Japanese Hinomaru ("meatball").

Two icons of aviation, the Douglas C-47 Skytrain and the North American P-51 Mustang tied in lend-lease numbers at around 1,800 apiece. The British called the Gooney Bird, the Dakota. This is an acronym for for "Douglas Aircraft Company Transport Aircraft (DACoTA). The Mustang was actually a British idea and was originally supplied with an Allison engine with insufficient power for performance at altitude. When a British pilot suggested trying the supercharged Rolls-Royce Merlin, the resulting aircraft emerged as a super-star.



The Australian use of the Dakota to air drop supplies to its troops in the New Guinea campaign led to another nickname, "biscuit bomber."



The Beech Model 18, USAAF C-45 Expeditor, served as a light transport. This example is in the Canadian Warplane Heritage Museum.

Two other aircraft also tied with around 1,200 each supplied through lend-lease. The first is the F6F Hellcat, built just off the Connecticut shoreline by Grumman on Long Island. First called the Gannet by the Brits, they soon reverted to the more familiar Hellcat. Many served on carrier in the Indian Ocean and the final stages of the war in the Pacific.

The aircraft sharing honours with the Hellcat is none other than the “Bamboo Bomber, the Cessna T-50 Bobcat which was used as a twin engine trainer by the British Commonwealth Joint Air Training Plan.



T-50 known to the Commonwealth air forces as the Crane Mk 1

A few of the utility aircraft supplied to the British included the Fairchild UC-61 Forwarder and the Stinson Reliant



UC-61K known to the Brits as the Argus III.



Stinson SR-10 Reliant wearing D-Day invasion stripes.

Although the British and Commonwealth nations received a goodly share of lend lease largess, other countries, primarily Uncle Joe Stalin's Soviet Union were on the receiving end of the goods which poured out of the US factories and farms.

About 15,000 aircraft were flown or shipped to the Russian forces. Although much was shipped by sea via the North Atlantic and Murmansk or ports in Iran, The Alaska-Siberian (ALSIB) air route accounted for about half of the aircraft. The ALCAN Highway, a monumental engineering feat, was constructed to support this The North

American portion of the route has provided a harvest of aircraft and parts to modern warbird enthusiasts. Rudimentary navigation aids, inexperienced crews, and weather caused losses amounting to 5%. The Soviets recognized the importance of the ALSIB efforts with a series of commemorative pins.

The route had several starting points, Great Falls, Montana being the principal base for west coast produced aircraft. It ran north through Canada to Whitehorse, British Columbia and then turned westward towards Fairbanks and ended in Krasnoyarsk, Siberia. Soviet pilots generally met the aircraft at Ladd Field and then flew them across the Bering Straits. Bell Aircraft in Buffalo, New York and other eastern aircraft manufacturers sent their products to Wold-Chamberlain Airport in Minneapolis, Minnesota as the intermediate stop.



Red starred P-63E Kingcobra at Pima

Bell's P-39 Airacobra and P-63 Kingcobra were favored by the Red Air Force which generally engaged in front line missions at low altitudes in support of their ground forces. Approximately 3,000 P-39s and 2,400 P-63s were supplied under the lend lease arrangement. Other aircraft included the Douglas A-20 Havoc and C-47 Skytrain, North American B-25 Mitchell, and the North American T-6 Texan and winterized Stearman PT-17 Kaydet trainers.

An astounding amount of other supplies: chemicals, food stuffs, tooling, machinery, and construction materials were also supplied, mostly by sea through the ports of Murmansk and Archangel, with some from the south via the Persian Gulf and Iran, and from the west via Vladivostok in the Pacific. Total aid to the Soviet Union alone is figured at around 11 billion dollars.

The Soviet army mobility was enhanced by 375,000 Dodge ¾ ton trucks and Studebaker “deuce and a halves.” 2000 locomotives, and 15 million pairs of boots. Napoleon said that “an army moves on its stomach” and Nikita Khrushchev stated in his autobiography, “Without Spam, we wouldn’t have been able to feed our army.” That reference is to the almost 500,000 tons of canned meat shipped. An anonymous piece of World War II doggerel says it all:



This collection of pins, issued by the Soviet government, celebrates the achievements of ALSIB. The central pin depicts the route. From top left, each pin recognizes a major aircraft which was flown to battle along the route: clockwise) B-25, P-39, P-63, C-47, and A-20.

*Now Jackson had his acorns
And Grant his precious rye,
Teddy has his poisoned beef--
Worse you could not buy.
The doughboy had his hardtack
Without the navy's jam,
But armies on their stomachs move--
And this one moves on SPAM!*



Mitchell III, a B-25J in British colours were supplied to the Soviet Union also.

The lend-lease program was terminated shortly after Japan's surrender and the former allies entered into a half century of low level conflict known as 'the Cold War.’’ But during the time of mutual cooperation, 38 countries received aid under lend-lease and after the war, most of the debts were forgiven. France and England returned most of the 8 billion dollars recovered but the Soviet Union refused to make any payments. But as Robert Taft said, “Lending arms is like lending chewing gum. You don't get it back.