

Missions for America
Semper vigilans!
Semper volans!



The Coastwatcher

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

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THE FRUIT HAS ARRIVED

SCHEDULE OF COMING EVENTS

10 DEC-1830-2030 Fruit Distribution
14 DEC-1000-1200-Fruit Distribution
14 DEC-TRCS SAREX
17 DEC-TRCS Holiday Party
24 DEC-No Meeting
31 DEC-No Meeting

07 JAN-TRCS Meeting
14 JAN-TRCS Meeting-Commander's Call
21 JAN-TRCS Meeting
28 JAN-TRCS Meeting

22 FEB-CTWG SAREX-HFD
26 APR-CTWG SAREX-GON
16-21 JUN-Tri-State SAREX
23 AUG-CTWG SAREX-HFD

CADET MEETING SENIOR MEETING

10 December, 2013

Meetings cancelled due to weather.

FRUIT SALE

The fruit arrived Monday morning at Grasso Tech and was unloaded by Shawn Carpenter and his students.

At 1400, the TRCS volunteers arrived and transferred three tons of citrus to the radio room in our senior trailer. The volunteers were led by Lt Col deAndrade and included Majs Noniewicz, Bourque, and Welch, Capt Lintelmann, Lts Simpson, Meers, and Ray, and cadet Meers and Johnstone.

Distribution will start on Wednesday evening, 11 December. Volunteers will stand by from 1830 to 2030. Members are urged to pick up their merchandise at that time and to notify their customers that the fruit is now available..

A second distribution will be held on Saturday, 14 December from 1000-1200. Those who sold fruit are urged to contact their customers about this pick-up time.

The fruit not picked up by Saturday will be distributed as required.

AEROSPACE HISTORY

The Planes at Pearl Harbor

When the oft repeated story of the Japanese attack on Pearl Harbor is told, the list of the ships present are almost always mentioned. But rarely do we find a list of the aircraft involved. Here is a short photo-essay about those aircraft.

The *Kido Butai* (Mobile Force), commanded by Adm, Chiuchi Nagumo, consisted of all six of the Japanese fleet carriers, *Akagi*, *Kaga*, *Soryu*, *Hiryu*, *Shokaku* and *Zuikaku* supported by battleships, cruisers, and destroyers.

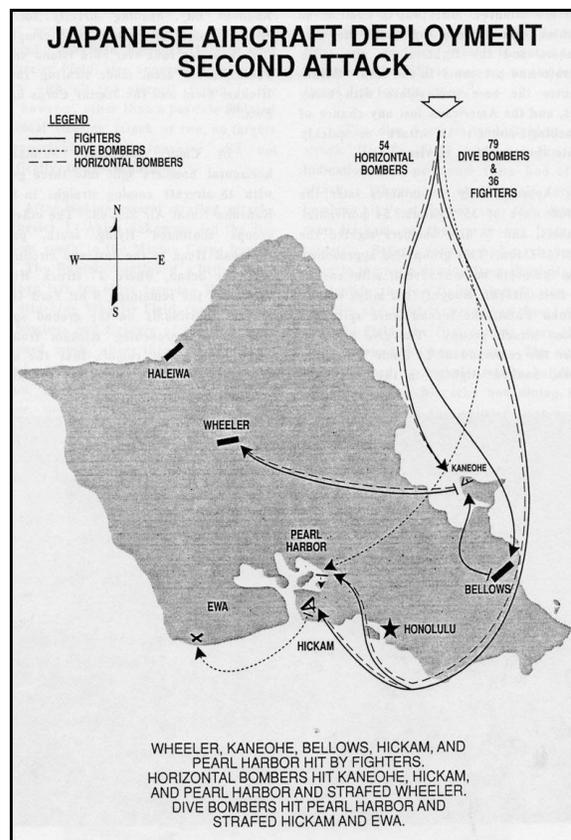
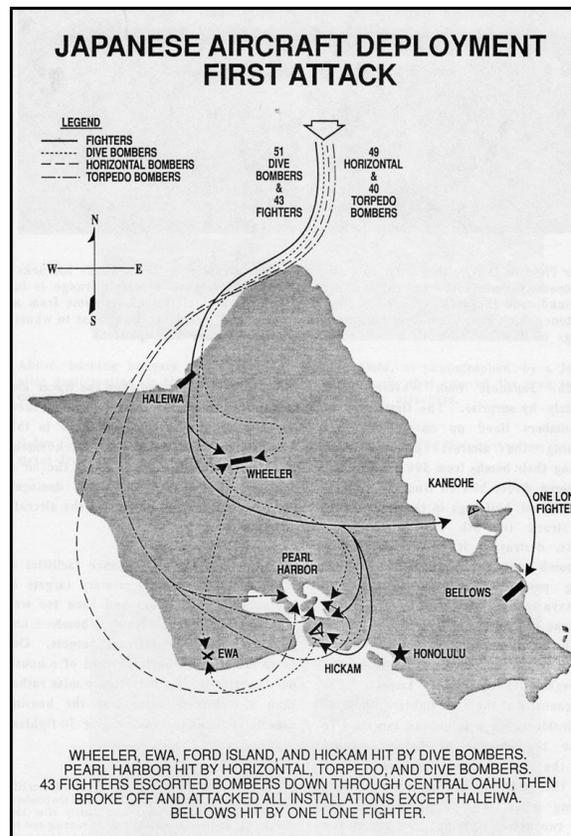
At Pearl, most of the capital ships of the US Pacific Fleet were moored in line on Battleship Row on the Northeast Side of Ford Island. These were the *California*, *Maryland*, *Oklahoma*, *Tennessee*, *West Virginia*, *Arizona*, and *Nevada*. The *Pennsylvania* was in dry dock.

In addition, two heavy cruisers, six light cruisers, and 29 destroyers were either docked or moored. One destroyer, *USS Ward* was patrolling the entrance channel and fired upon, depth charged, and sunk a Japanese midget submarine several hours before the air attack commenced.

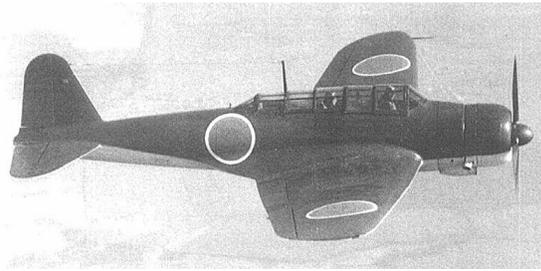
There were also two US aircraft carriers operating out of Pearl. The *USS Enterprise* was 200 miles west and inbound after delivering USMC Fighter Squadron 211 to Wake Island. The *USS Lexington* was 400 miles west ferrying USMC Bomber Squadron VMSB-231 to Midway Island.

The Japanese fleet used Tokyo time, Their carrier aircraft, led by Commander Mitsuo Fuchida struck in two waves. The first wave was in two phases. Airfields were attacked and torpedo planes and horizontal bombers struck the fleet. The second wave consisted of horizontal bombers, dive bombers, and torpedo aircraft and attacked the ships in the harbor.

The Japanese order of battle consisted of around 450 aircraft. The attack force consisted of approximately 70 Mitsubishi A6M Zero fighters, 143 Nakajima B5N Kate torpedo bombers, and 129 Aichi D3A Val dive bombers, about 240 aircraft. This does not include a handful of Aichi E13A Jake float planes carried by the battleships and cruiser for scouting duties.

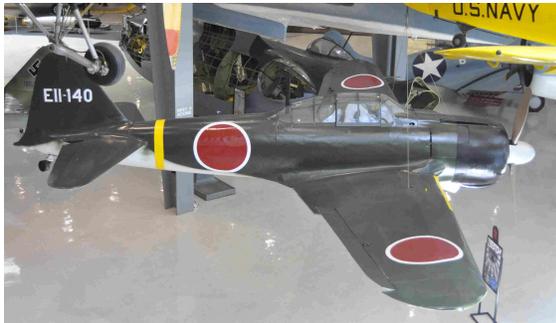


THE JAPANESE AIRCRAFT



Nakajima B5N Kate

The force leader, Commander Mitsuo Fuchida flew in a Kate and sent the signal, Tora! Tora! Tora! signifying that surprise had been achieved.



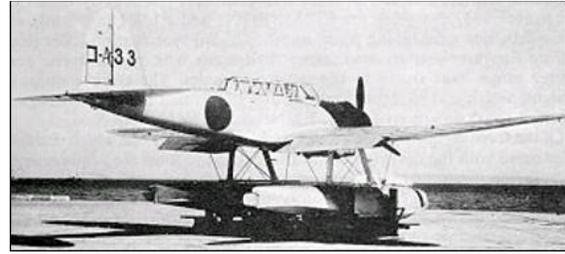
Mitsubishi A6M2B Zero

The aircraft, now on display at the Naval Air Museum, Pensacola was recovered from an abandoned fighter strip on Ballele Island near Bougainville.



Aichi D3A Val

The Val pictured is a replica made for the movie industry. It is made by taking a Vultee BT-15 Valiant and extending the fuselage, replacing the canopy, attaching wheel pants, and installing a new engine.



Aichi E13A Jake

The Jake was the standard scout plane carried by Japanese battleships and cruisers.

In the United States, it was 07 December, 0748 Hawaii time or 1248 Eastern Standard Time. The Japanese Navy kept Tokyo time and they logged the attack as occurring on Monday, 08 December at 0348.

The primary target of the Japanese were the US battleships and the military airports. By crippling US airpower on the ground, they would prevent interception of the highly vulnerable bombers and torpedo aircraft.

THE U.S. AIRCRAFT

The U.S. aircraft were split between Army Air Corps, Navy, and Marine units based at ten airfields on Oahu, Wake Island, Midway Island, and the US carriers.

US FIGHTER AIRCRAFT



Curtiss P-40 Tomahawk

The aircraft depicted is one of those destroyed at Bellows Air Field.



Curtiss P-36 Mohawk

This diorama, at the Museum of the USAF depicts pajama clad 2nd Lt. Philip Ramussen hastily boarding his aircraft at Bellows Air Field.



Brewster F2A-2 Buffalo

The tubby Buffalo proved inadequate to the RAF at Singapore and the USMC at Wake and Midway but served the Finns well in their Winter War against the Soviet Union. This replica is on display at the Cradle of Aviation Museum on Long Island.



Boeing P-26A Peashooter

The Udvar-Hazy Annex displays this example in stateside colors. The aircraft is the first all metal monoplane fighter accepted by the USAAC.



Boeing B-17C Flying Fortress

A flight of C and E model B-17s were due to arrive on Sunday morning. The incoming Japanese force was detected by the Opana Point radar but was mistaken for the the expected Boeings.



Grumman F4F-3A

This sturdy fighter from Long Island's Grumman "Iron Works" held the line for the USN until the appearance of the Hellcat.



Douglas B-18A Bolo

The Bolo was a medium bomber based upon the successful commercial DC-2 design. An obsolescent aircraft, many were relegated to anti-U-Boat duties off the US East Coast.



Douglas A-20A Havoc

The Havoc was low altitude attack aircraft from the drawing board of the brilliant Ed Heinemann. Later in the war, some were equipped with radar and served as night fighters under the designation P-70.



Martin B-12

The B-12 was utilized in the coastal defense role.



Consolidated B-24A Liberator

One B-24A was on its way to the Philippines to use on reconnaissance missions over Japanese held islands. The Liberator stopped at Hickam Field and was destroyed in the attack.



Vought SB2U Vindicator

The Vindicator was a Navy and USMC dive bomber. Obsolescent, they were retired in favor of the Douglas Dauntless.



Douglas SBD-2 Dauntless

Another masterpiece from Ed Heinemann, the Dauntless dive bomber also served with the USAAF as the A-24 Banshee. Note the unique perforated dive brakes. Four Pearl Harbor Japanese carriers, Akagi, Kaga, Soryu, and Hiryu, were sunk at the Battle of Midway by these aircraft.



Curtiss A-12 Shrike

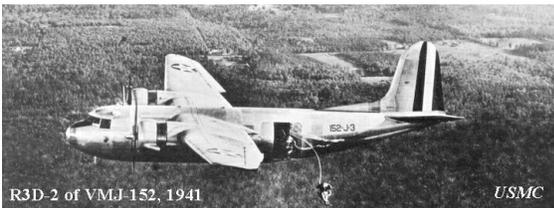
The Shrike was an obsolete attack plane. The few still stationed on Ohau were soon taken out of service.



Consolidated PBY Catalina

The “Cat” was designated a patrol bomber but was one of the most useful maritime patrol and SAR aircraft in the inventory. Catalina patrols made the initial sighting of the Japanese fleet at Midway. A “Cat” also spotted and reported the position and course of the German battleship Bismark as it was fleeing towards safe harbor in France. Ens. Leonard “Tuck” Smith, USN, was aboard training RAF Coastal Command pilots. The Bismarck was brought to bay and sunk. This event, involving a US military officer, occurred six months before Pearl Harbor.

US TRANSPORT AIRCRAFT



Douglas R3D-2

The R3D was the military version of the Douglas DC-5, arguably the least known of the DC-series airliners. Few were built. The USMC was the primary user. One, captured from the Dutch was flown by the Japanese Air Force. Another, named the “Bagel Lancer,” flew for Israel.



Douglas C-33

The C-33 is a military version of the DC-2. The military version was equipped with cargo doors, internal loading gear, and reinforced flooring.

US OBSERVATION/SCOUT AIRCRAFT



Grumman OA-9 Goose

The USAAF purchased just over two dozen Grumman G-21s for SAR and transport purposes. Navy versions at Pearl were known by the JRF designator.



Stinson O-49 Vigilant

The Vigilant, later re-designated L-1, was used for a multiple purposes including artillery spotting and glider towing.



North American O-47B

This O-47B on display at the USAF Museum bears the marks of the Ohio National Guard. Considered obsolete, they were used for various auxiliary duties and never committed to combat.



Vought OS2U-3 Kingfisher

The Kingfisher was one of the primary scout aircraft carried by US battleships and cruisers. Its primary use was for spotting gunfire and it did some search and rescue work.



Curtiss SOC Seagull

The two Seagulls pictured are on the aft catapults of a US warship. The gantry crane was used to recover the aircraft after it executed a landing in the ocean.

US UTILITY ARCARRT



Beech JRB Expeditor

The JRB series is based upon the Beech Model 18. The re-designation was SNB which some was claimed stood for Secret Navy Bomber.



Sikorsky OA-8

Sikorsky's S-43 was known as the "Baby Clipper." The Navy and Marines used it for transport.



Grumman J2F-6 Duck

Another in the line of Grumman amphibians, the Duck shows the heavy influence of Grover Loening. All four services used it for everything from search and rescue to executive transport!



Lockheed JO-2 Electra, Jr.

Lockheed built five of their Model 12s for the USN and USMC.

US TRAINER AIRCRAFT



Douglas BT-2

A few O-32 airframes were converted to a basic trainer configuration. Records indicate that two of these obsolete aircraft were based at Wheeler Field. (Credit: Tarrant County College Northeast)



North American AT-6D Texan

The Texan became the advanced trainer for the US forces and Commonwealth. The Navy designation was SNJ and the British named it the Harvard.



Seversky AT-12 Guardsman

One of these advanced trainers was based at Wheeler Field. The Guardsman was developed as a two seat export version of the P-35. The company soon became Republic Aircraft and the Seversky line led to the P-47 Thunderbolt.

US CIVILIAN AIRCRAFT

At least four civilian training aircraft were airborne at the time of the attack and two were lost. The most interesting case was that flown by Cornelia Fort, a flight instructor who was doing take-offs and landings with a student. She managed to land the plane at Honolulu's John Rodgers Airport and she and her student escaped as the Zero strafed her aircraft.

Fort went on to join the the Women's Auxiliary Ferrying Squadron formed by Nancy Love. On 21 March, 1943, she was killed in a mid-air collision, the first of 38 fatalities in the service of their country.



Interstate S-1-A Cadet

This is the type flown by Cornelia Fort. It was adopted by the US military as the L-6 Grasshopper.

The Japanese lost 29 aircraft and suffered 66 casualties. The United States lost 2402 killed and 1282 wounded. Two battleships were lost but four which were sunk were raised and participated in later stages of the war.

Smaller fleet units were lost or damaged but the vital oil tanks and the repair facilities at the naval base escaped damage as did the two absent aircraft carriers. The Japanese would pay for this oversight. The base would serve as a repair and refueling facility and the Japanese lessons about naval air power would be taken to heart at the Coral Sea and Midway, six months later.

The aircraft based in Hawaii suffered grievously. Some 40% were destroyed and 38% damaged. Many were obsolete or out of commission but the Hawaiian air defenses had been crippled.

This essay began with a statement that Pearl Harbor chronicles focus on the fleet and tend to ignore the air arm. This essay was intended to rectify that omission. But two the ships which survived the Pearl Harbor disaster require mention.

The first is the *US Coast Guard Cutter Taney*, hull number 37, a Treasury Class Cutter. The *Taney's* arrival in the Pacific coincided with the establishment of air routes to the Orient by Pan American Airways. Island bases were being occupied and the new possessions had to be patrolled. *Taney* also served as a patrol craft guarding Pearl Harbor.

When the Japanese attacked, *Taney* was moored to Pier 6 in Honolulu Harbor. She manned her anti-aircraft guns and fired at passing aircraft, some apparently friendly ones.

Later, *Taney* served in both the Atlantic and Pacific. After the war, she served as an ocean weather station, performed surveillance of Soviet vessels near our coast, and supported Operation Market Garden during the Vietnam War. She ended her active career enforcing fishery laws and chasing smugglers.



In 1986, the fifty year old *Taney* was decommissioned and entered honorable retirement as a museum ship at the Baltimore Maritime Museum.

The *Taney* was the last of the Pearl Harbor ships to retire active duty.

The second vessel which deserves mention is the Brooklyn Class cruiser, *USS Phoenix*, CL-46. The *Phoenix* and her sisters were designed to meet the provisions of the 1922 Washington Naval Treaty which placed a 10,000 ton limit on cruisers. However, they were heavily armed with fifteen 6 inch guns mounted in five triple turrets. Their purpose was to counter the Japanese *Mogami* Class cruisers which mounted a similar main battery.

When the Japanese struck at Pearl, the *Phoenix* was anchored to the south of Ford Island. She joined in the anti-aircraft defense and later sortied in a futile search for the Japanese carriers.

For the rest of the war, the *Phoenix* served in the Pacific Theatre earning nine battle stars. When the war ended, she was placed in reserve and laid up in Philadelphia.

In 1951, *Phoenix* was sold to Argentina and renamed *ARA General Belgrano* and spent 31 years in the armada of the Republic of Argentina.



In 1982, the military junta running Argentina decided to invade the British owned Falkland Islands. Argentina had long claimed the island group which they called *Las Malvinas*. Argentina had been suffering severe economic woes and the ruling junta was not popular. A diversion was needed and the junta hoped to harness the patriotic fervor of the Argentine citizenry, distract them from internal problems, and gain some much needed popularity. They did not count on the will of one Margaret Thatcher, Prime Minister of Great Britain nor the ability of the British military to mount a campaign on an objective 8,000 miles away.

The British Ministry of Defence launched an immediate offence, Operation Corporate. Part of the plan involved dispatching Royal Navy attack submarines to provide surveillance and fleet protection. On 02 May, 1982, *HMS Conqueror*, a nuclear submarine encountered *ARA Belgrano* just over 200 miles southwest of the Falklands and put two torpedoes into her. The *Belgrano* sank taking one third of her crew with her.

And so, 41 years later, the last active warship which had been at Pearl Harbor became the first ship sunk in wartime by a nuclear powered submarine.

Editor's Note: This essay has made an exception in that much of the imagery has been acquired from sources other than the editor's personal collection. Almost all of the wartime aircraft photographs are from the US Archives and in the public domain. The two maps illustrating the Japanese strike plan are from the Hyperwar website at:

<http://www.ibiblio.org/hyperwar/>

AEROSPACE CURRENT EVENTS

Submarine Launched Drones

The US Navy has announced that it has successfully launched a reconnaissance drone from a submerged submarine. The Naval Research Laboratories XFC (Experimental Fuel Cell) is powered by a hydrogen fuel cell and launched in a canister from a Tomahawk launch. When the canister reaches the surface, it opens and ejects the XFC which unfolds its scissor wings and takes flight.

The initial launch test was conducted from the USS Providence and the XFC was recovered at the Naval Sea Systems Command Atlantic Undersea Test and Evaluation Center in the Bahamas.

Pearl Harbor Aircraft Survivors

A Curtiss P-40B Warhawk which was present at Pearl Harbor is scheduled to fly in the United States. The Collings Foundation has acquired the aircraft from a donor who purchased it from the Fighter Collection in Duxford, England.

The aircraft was in a Wheeler Field hangar undergoing repairs when the Japanese struck and escaped damage. However, shortly thereafter, the aircraft struck a mountain on Ohau and its pilot was killed. The wreck remained *in situ* until recovered, rebuilt, and made flightworthy.

The Foundation plans to fly their newest acquisition in 2016, commemorating the 75th anniversary of Pearl Harbor. At least one flight will be over Buffalo, N.Y., former home of Bell Aircraft where some 14,000 P-40s were built during the war.

The only other Pearl Harbor survivor still flying is a Grumman J2F-4 Duck held privately in Wisconsin.