



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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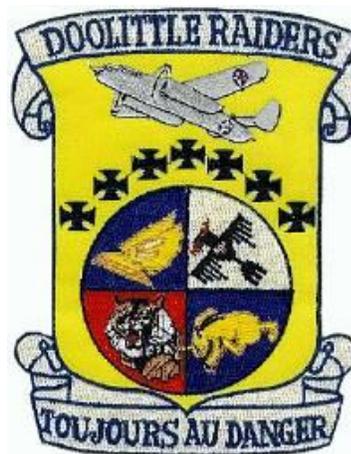
21 April, 2015

SCHEDULE OF COMING EVENT

25 APR-2 MAY-Aircrew School at McGuire
25 APR-CTWG TRAEX
25 APR-O Flights at GON
28 APR-TRCS Meeting-Milestone Awards

09 MAY-TRANEX-HFD
14-15 MAY-NER Aerospace Education School
16 MAY-Commander's Cup Rocket Contest
16-17 MAY-Westover Air Show
15-17 MAY-NER/PAWG Conference-PA
20 MAY-Legislative Day
26 MAY-Prep Day for floor installation
30-31 MAY-install floor in Cadet trailer

SPECIAL EDITION FEATURING THE PREVIOUSLY UNPUBLISHED DIARY OF LIEUTENANT EUGENE F. MCGURL DOOLITTLE RAIDER



Part 2

The Second Week

McGurl's diary entries are idented italics.
Editorial commentary is standard type.

Sunday -26 '42

*Arrived at Yintan & are greeted by mission
father. Ride in dilapidated truck to mission.
Receive cold water and cigarettes & fine
treatment including meal. Rev. Wm. J. Glynn,
C.M. mission priests*

William J. Glynn, Congregation of the Mission,
went to China in 1939 working with the
Vincentians, an order of missionary priests. A
number of priests, Chinese and Occidental,
sheltered the Raiders and assisted them in evading
the Japanese.

*Resumed our trip by bus and rode for about 8
hours, stopping occasionally at various
towns. Met Lt. Watson and crew. Said he
had dislocated shoulder & was staying at
mission. Arrived at hotel at 5:25 and was
assigned room. This is quite modern Chinese*

hotel although right now I'm writing by the light of some queer oil lamp as there is no electricity. The Father from the Catholic mission is going to a Chinese concentration camp to see an Italian prisoner and will leave us sometime tomorrow. Boy. What I wouldn't give for good American bath right now! All they furnish us with is a basin of hot water and a face cloth.



Lt Hoover's crew with two Chinese samaritans. The gentleman in the white jacket is Teng-Sheng Liu who assisted the Raider escape from beginning to end. He is only one of half a dozen honorary Raiders. In 1954 he became a US citizen and was employed at Wright-Patterson AFB as an aeronautical engineer working on the Lockheed C-5.

Monday-27'42

Awakened from sound slumber at 3:00 AM. Ate breakfast of eggs and tea and started day's ride. Had to hide under some large trees as Jap planes are on our trail again. Arrived at stream & ferry has been washed away by flood waters. Roped across in 3 boats, one (the one we were in) manned by a woman with fingers so malformed & distorted they could hardly be recognized as digits. One of her fingers grew out of the back of her hand the rest, some stubs & some elongated grew in crazy directions like the spurts on an Indian war club. We were greeted at Taiko, on the other side of the river by a Chinese who had been to America &

could speak good English. He has a swell meal which included some Rice wine which the jolt & the kick of an army mule. We then met the governor of the province & received his solicitations. (Lt. Manch helped him out under the influence of the above dynamite). Finally arrived at our hotel where the old Father left us, wishing us luck. We had a fine American meal and the rooms were good. The doctor aided by two nurses, the first I've seen in China, fixed up our bandages, etc.

Tuesday - 28

Up at 5:30 and ate a good breakfast of eggs and coffee. Looked around the market place nearby, every shop and hovel a place of extreme interest. We rode all morning and stopped at a so-called hotel for dinner. Tried to eat food we bought along the way but the chicken and the eggs were rotten. The bread so stale and soggy we had to content ourselves with rice and peanuts. Rode all PM and arrived at 10:30 at our hotel where we were greeted as "aviator heroes" and served a fine meal. Then to bed and sound slumber.

Wednesday - 29

Awakened at 7:00 and washed and ate breakfast. Informed to our delight a plane was to fly us to Chunking. Had an air raid alarm at about 8:30 & heard plane overhead but no bombs. Had our picture taken in courtyard before noon & then ate a good American meal. We were shown a horse that had been captured from Japanese & Lt. Reddy from Texas mounted him put him thru the paces. We located a basketball & were shooting baskets when we heard a plane overhead very low & nearby. It was ours and the old U.S. insignia was a wonderful sight. It was Douglas transport DC-3 capable of carrying about 24 passengers. We had to

climb aboard and & get off in great haste as enemy planes would be on our tail if we delayed. The roar of the motors was sweet music & it was a grand & glorious feeling to be in the air again. But there were no parachutes & whereas formerly I wouldn't care, it was of great concern to me now. We finally arrived at Chungking a distance of 500 miles in about 2 ½ hours & I got my first look at the famous city. It would take volumes to describe it so I'll just say it was unique. We hid the plane under camouflage & were driven in cars to our quarters high up in a mountain stronghold. All along the route were bomb shelters dug out of solid rock & it reminded me of Gibraltar minus the ocean. We were given our rooms & greeted very graciously by the general. We washed & then ate a Chinese supper (I am quite adept with chopsticks now) & talked to the general about our mission. There was a beautiful full moon that I'm sure wouldn't have wasted had I been back in those now seemingly fairylike dreamland states that can only be appreciated after a trip thru China & the Far East.

Thursday – April 30 – 1942

I won't forget this date. At 9:30 we had a special meeting and letters from the president of the U.S & high army officials were read commending us on our mission. And then to my utter surprise, I & my comrades were awarded the "Distinguished Flying Cross." I was examined by the doctor & am to be x-rayed this P.M. & capped off the evening with Chungking Gin-an really highly explosive mixture.

Friday – May 1, 1942

Rainy season started as heavy rains this morning attest. Have x-ray of chest taken at 9:00 in bomb-pocked improvised hospital. Just avoid landslide and have to remove some of large stones piled on road in order to pass.

Invited to attend reception by Madame Chang Kai Shek & the Generalissimo and receive hearty welcome & eat a perfect American style meal which even included lemon pie and ice cream—two extremely rare delicacies in China. Madame presents us with a fine letter of commendation & receives a 17th group insignia and a set of wings to her delight. Find one rib fractured and doctor tapes up left side. Colonel gets crew's version of mission. Ordered to remain in our rooms fully dressed after 7:00 P.M. Something in the air; I suspect. At 8:30 at surprise meeting Madame Shang Kai Shek presents us with Chinese Medal. Cameras clicking everywhere. And then to bed.



At the award ceremony, each of the Raiders received the Chinese Army, Navy, and Air Corps Medal, Class A, 1st Grade. Pictured above from left to right are F.A. Kappeler, K. E. Reddy, R.J. Youngblood, Madame Chiang Kai Shek, E.F. McGurl, J.E. Manch, Generalissimo Chiang Kai Shek, R.R. Wilder, unidentified American (possibly D.V. Truelove)

Third Week

Saturday, May 2, 1942

Receive letter from Madame Chang Kai Shek with her signature. Appointed navigation officer to make report to Chief of Army Air Forces & proceed to make out report. Write detailed account of experiences after

parachuting for records. Receive month's pay & per diem but will need most of it for new clothes as I lost most of them.

McGurl's navigation report may be found as an addendum at the end of Part 1.

Sunday, May 3, 1942

Lost my last pair of pants & had to wear flying suit. Left them on line last night but they were gone this morning. Took plane after exchanging greetings with newly arrived gang of comrades. Flew to Yuning right on the Burma Road, that monument to Chinese endurance & patience. Slept there in A.V.G. barracks after hearing some exciting accounts of Burma battles. Dogs, barking, trucks rumbling but, collies yelling & donkeys braying keep me awake most of the night.

A.V.G is a reference to the American Volunteer Group, the official name for the Flying Tigers.

Monday, May 4, 1942

Up at 7:00. Ate & watched Chinese students training in P.T.'s. Took off & after about 4 hrs. spotted plane heading in same direction. Proved to be another transport to my relief. Landed at (blank/no name) airport but were ordered to take off immediately as there was an air raid. After quick takeoff we landed at another field & awaited all clear via Pan American ship radio. Took off and returned to original field where one of the buildings was ablaze not from bombing but by accident. Gas loaded and took off. Flurry of excitement from time to time & were ready to fight it out with tommy guns but all planes proved friendly. Crossed China India border where mountains end & level country begins. Passed over very fertile low country & jungle land. Arrived at Calcutta airport, many hurricanes ([sic] flying around. Rode (sic) thru town to hotel and (?) every minute of the

ride was filled with interest, sacred cows walking on the main streets, people squatting everywhere, horse drawn carriages, rickshaws, 1930 model taxis, driven by bearded sheiks [sic], squeeze type horns blating everywhere-all this and intense heat & tropical settings. Checked in & went to bed.

McGurl is referring to the Hawker Hurricane fighter. Due to the immediate Japanese threat, the British and Indian Air Force operated a large number of them in the Calcutta area, operating in many cases off improvised strips such as a section of Red Road, a major Calcutta thoroughfare.



A Hawker Hurricane Mk. IIA typical of the second line aircraft assigned to the Far East during the early stages of WW II.

McGurl is referring to Sikhs, not sheiks. Sikhs are members of a religion centered in the Punjab. They are one of India's martial races and serve both in the military and the police.



Winston Churchill congratulating Sikh troops. The Sikhs are one of the "martial races" of India. In World War II, Sikh units fought in both the Far East and Europe.

Tuesday, May 5, 1942

Awoke and ate. Started to locate foreign exchange bldg. Exchanged our checks for Rupees (3.265 to 1) about 30c for each rupee. Went to Ranken Co., Ltd. And had clothes fitted. Bought a topee or pith hat & began to take on appearance of explorer or something. Looked around city the rest of the day. Took all our guns to American Consulate.

Wednesday, May 6, 1942

Bought more clothes and shaving equipment, etc. Very expensive as supplies not coming in. Went to American Consulate bldg. & was taken to British Military Hospital for x-ray. Had 2 x-rays a same. Hospital filled with British wounded & everything is very improvised and disorderly. Very unlike American hospitals. Went to Saturday Club, rather exclusive spot by carriage to the "3:00" Club and finally to Hawaiian Club. I danced most of the times to tunes on 1898 hit parade. Rode home on carriage & sang in a chorus of the old American favorites.

Thursday, May 7, 1942

Hired Indian boy to keep things in order in our room. (1 rupee per person per day). Went to hospital again & and 2 more x-rays-removed tape and told me it would be OK in time. Took English doctor for ride in American Buick to swimming club. Went to movies and saw "Lady of the Tropic" with Hedy Lamarr (O Boy!) & took carriage home. Driver gets lost, finally finds the Great Eastern.

Friday, May 8, 1942

Took a walk thru the market which proves very interesting. Buy 2 small suitcases for about 15 rupees. Meet Anglo-Indian guide & are taken around town. Meet his family & relatives who live in dingy hovel about the

size of a stable. 2 of his small nephews have bad cases of rickets but his folks are very indifferent about it since they say there's another coming. Have meeting with Gen. Doolittle who is returning to states & present him with a fur-lined X since he has very bad case of frequent trips to the stool. w Also saw soccer game today. Natives do not wear any shoes but can really boot ball.

The "fur-lined X" refers to a chamber pot which the Raiders presented to Doolittle as a remembrance of the dysentery which afflicted them during their escape from China.

Saturday, May 9, 1942

Received tailor-made uniforms. Our hired boy is right on the ball. Buys charcoal iron & irons and washes all our clothes. Even brings tea & green bananas for breakfast. Buys Bastille padlock & insists we use it. See "This Woman is Mine" at Lighthouse air conditioned theatre. Being Saturday night we go to Grand Hotel & have a few scotches. Then to Hawaiian Club and meet a few Americans who buy us all a drink. Ride home in rickshaw.

This ends Part 2 of Eugene McGurl's diary. He has survived a parachute jump, evaded the Japanese, and found temporary refuge in British controlled Calcutta. Next week's edition will continue with Week 4.

CADET MEETING

21 April, 2015

submitted by

C/SMSgt Daniel Hollingsworth

After outdoor drill, the Cadets adjourned to the Cadet meeting room and engaged in a debate over whether or not to increase or decrease space

program expenditures.

Lt Col Carl Stidsen of the CTWG Aerospace Education Staff briefed the Cadets on current events and aerospace history topics. Subjects included the flight career and times of the Anglo-French Concorde supersonic airliner, the WWII sinking and recent discovery of the Imperial Japanese Navy's battleship *Musashi*, the aerial re-emergence of two WWII veteran aircraft, the Consolidate PB4Y-2 Privateer and the Boeing B-29 Superfortress named "Doc." Stidsen then brought the squadron up to date on the on-going 11 year exploration of Mars by the rover, *Opportunity* and the slow but steady progress of the electric powered Solar Impulse RTW on its circumnavigation of the earth.



Stidsen relates that a trans-Atlantic fare on the Concorde was 10 times the cost of a comparable ticket on a B707.



Wider than a Boeing 747, weighing as much as a Cessna 182, and slower than a car on the Interstate, the electric powered Solar Impulse RTW plans a staged around the world flight with an elapsed time of around 150 days!



Stidsen pantomimes Louis Strange's efforts to reload a drum into his Lewis gun which resulted in the aircraft rolling and Strange saving himself by hanging onto the drum and pulling himself back into the cockpit.

Three cadets were promoted. Cadet Michael Hollingsworth to C/SMSGt, Cadet Colin Sitz to C/A1C, and Cadet Ryan Schantz to C/Amn.



Cadets Hollingsworth, Sitz, and Schantz receive their new insignia from Squadron Commander deAndrade.



For his winning entry in the last *Coastwatcher* contest, C/SSgt Daniel Hollingsworth was awarded a book about the life of the Canadian aerodynamicist Gerald Bull. The prize included a \$5 bill as a bookmark.

Former Cadet Sean O'Toole, a recent graduate of the USMC basic training program at Parris Island visited and related some of his experiences to the Cadets.



USMC Private First Class O'Toole chats with C/1st Lt Trotochaud.

SENIOR MEETING

21 APRIL, 2015

Commander's Call

Lt Col Rocketto briefed the members on the new targeted training schedule.

Squadron Commander Lt Col deAndrade presented a safety briefing on hard landings and tail strikes.

Lt David Meers reported on the recent meetings concerning Groton Airport emergencies. The limited Airport Emergency Services squad will be reinforced by the Poquonnock Bridge Fire Department. The main concern was fuel spills on the ramp and fuel leakage into the the river.

At a meeting of the Groton Business Association, The Connecticut Airport Authority presented information on the economic goals and emerging plans for the airport zone. The business group is exploring possibilities to support an Aircraft Owners and Pilots Association Fly-in in 2016.

Lts David Meers, Sonia Simpson, and Charles Dickenson all completed Level II, the Technical Training Phase of CAP's professional development program.

Lt Col Kinch announced some of the details of a new system which is in place for the issuance of GON security passes.

Maj Roy Bourque, Transportation Officer, noted that when the Squadron van is taken, he should be notified. Bourque also announced that a meeting of the Nappier Chapter of the Black Pilots Association will hold a meeting at the Groton Motor Inn on 02 May. Those interested in attending can contact him for further information.

PILOTS MEETING

18 April, 2015

Over 40 CTWG aircrew showed up at Meriden-

Markham Airport to gobble pizza, guzzle soda, and participate in a series of meeting germane to safe flying and efficient operations.

TRCS sent seven members to the meeting, 15% of the total of the attendees. Members attending were Lt Cols deAndrade, Kinch, and Rocketto, Majs Farley, Noniewicz and Neilson, and Capt Miller.

The agenda included flight safety, paperwork requirements, medical issues, funding, and Counter Drug techniques.

The meeting was chaired by Maj Roger Malagutti, Wing Standards and Evaluation Officer and assisted by Lt Col "Sandy" Sanderson, Dr. Robert Dodenhoff, Col Kenneth Chapman, Maj Charles Kruzshak, Capt John Kelling, and TRCS's own Major Scott Farley.

CURRENT EVENTS

Air Cargo

Air freight has long been an important component of commercial aviation. In 1910, the Wright Brothers contracted to carry 200 pounds of silk and from Dayton to Columbus. Max Morehouse, a dry goods merchant, aware of public enthusiasm for aviation, was charged \$5,000 (\$25/pound) for the delivery, about \$120,000 (\$600/pound) in today's money. Today, air cargo charges can be under a dollar a pound.

Phil Parmalee, a Wright exhibition pilot with two months of flight experience was the pilot of the Wright Model B. The enterprising Morehouse profited by selling souvenir post cards with a small piece of the silk attached. Since that time, commercial air cargo has become a big business flying fruit and flowers from South American, auto parts from Detroit to United States assembly plants, and small packages locally, from Westerly, Rhode Island to Block Island. The air freight industry has had its ups and downs dependent on national and international financial conditions.



Cathay Pacific B747-8F (credit: Cathay Pacific)

The trend may be on the upswing. Cathy Pacific, operating from its new \$761 million dollar Hong Kong cargo hub, has ordered 10 of the new Boeing 747-8 freighters to service 36 international destinations. The new Boeings will supplement the 25 747s and 42 777-300ER aircraft already in service.

CONTEST III RESULTS AND ANSWERS

Eric N. Thompson, CAPT, USN (ret.) was the first to post an answer and scored 100%. He knew about a third of the answers off the top of his head and states that he “learned quite a bit from researching the rest.” Hap Rocketto, 2dLT AUS (ret.) did it without research and scored a 100%. The third entry received was from Senior Member Jim Skiff, Maj Gen, ANG (ret.) who also scored a perfect 100. C/CMSgt Daniel Hollingsworth was the fourth entry and also scored 100%. Ms Viola Mullin, MLS, submitted the fifth entry which also scored 100%. The last 100% entry was received from CAP Lt Col Carl Stidsen.

The contest required the identification of 20 CAP icon from the clues given.

The Answers

1. Neil A. Armstrong-F-University of Cincinnati Professor, Korean War combat veteran, played the

baritone in the Purdue All-American Marching Band

2. Henry H. Arnold-C-C. Promoter of USAF research and development programs, twice winner of MacKay Trophy, only man to hold five star rank in two U.S. Services

3. Frank F. Borman II-K-commander of first circumlunar flight, President of Eastern Airlines, Gemini 7

4. A. Scott Crossfield-N-first man to exceed Mach 2, first pilot of X-15, U.S. Navy aviator

5. John F. Curry-L-first CAP National Commander, member of Pershing's punitive expedition to Mexico chasing Pancho Villa, WWI combat veteran.

6. Benjamin O. Davis, Jr.-J-Red Tail, headed Federal Sky Marshal Program, WWII/Korean War combat veteran

7. James H. Doolittle-T-promoter of high octane aviation gasoline, boxing champion, author of MIT doctoral dissertation, "Wind Velocity Gradient and Its Effect on Flying Characteristics,"

8. Ira C. Eaker-E-journalism degree, Pan American Good Will Flight, Chief Pilot of Question Mark setting world endurance record

9. Amelia M. Earhart-P-a founder of the Ninety-Nines, got married in Noank, Conn., fell short of Howland

10. Mary S. Feik-B-Charles Taylor Master Mechanic Award, Restoration Specialist, NASM's Paul E. Garber Restoration Facility,, Air Technical Service Command's Engineering Division at Wright Field

11. Paul E. Garber-S-first curator of the Smithsonian's air museum, kite enthusiast, observed Wright flights at Fort Myers

12. Robert H. Goddard-I-Roswell, Clark University, concept of the Bazooka
13. Fiorello H. LaGuardia-D-flew Caudrons in Italy in WWI, the Little Flower, Mayor of New York
14. Charles A. Lindbergh-G -married the ambassador's daughter, four time awardee of the Caterpillar Club, won the Oertig prize
15. Grover C. Loening-A-first aeronautical engineering degree awarded in America, roomed and chased chicks with Lawrence Sperry, producer of the Air Yacht
16. William L. Mitchell-R-son of a Senator, Spanish American War veteran, led aerial reconnaissance during the "Mingo War"
17. Edward V. Rickenbacker-M-Owner-Operator of the Indianapolis Motor Speedway, President of Eastern Airlines, 24 days in life raft after ditching of B-17
18. Carl A. Spaatz-O-journalism degree, Pan American Good Will Flight, Chief Pilot of Question Mark setting world endurance record
19. Gill Robb Wilson-H-Presbyterian minister, poet, first member of AOPA
20. Charles E. Yeager-Q-good ol' boy from the Mountain State, denizen of Pancho Barnes' Happy Bottom Riding Club, evaded Nazis with help of Maquis

Errata

Issue 9.15 contained some mistakes which have been pointed out by the readership.

Maj John Williams of the Danielson Cadet Squadron pointed out that the first flight of the Boeing 737 was in 1967, not 1994. Williams flew the USAF T-43 (AKA Boeing 737-200) in 1984.

Here is a picture of 737-100 #1 flying for NASA with tail number 515. At the time the picture was taken, the aircraft was at Wallops Island testing the first of the grooved runways. The short, stubby appearance of the early 737s led to its nickname of "Fat Albert."



The first 727

C/CMSgt Daniel Hollingsworth spotted a typographical mistake in Clue R. The reference is to the Mingo War, not the Minto War. The West Virginia miners rebelled against the mining companies and armed conflict broke out. It is one of those extremely interesting incidents in US labor history. The Battle of Blair Mountain was one of the largest civil uprisings in the US, comparable to Shay's Rebellion and the Whiskey Rebellion.

Billy Mitchell led a squadron from Langley Field, Virginia and set up a base on the south side of Charleston in the Kanawha district. He advocated dropping tear gas on the miners but aside from a few reconnaissance missions, the Army flyers played no part in the conflict but lost at least two aircraft in accidents.

The Airport which serves Kanawha County and Charleston is named after Chuck Yeager.