



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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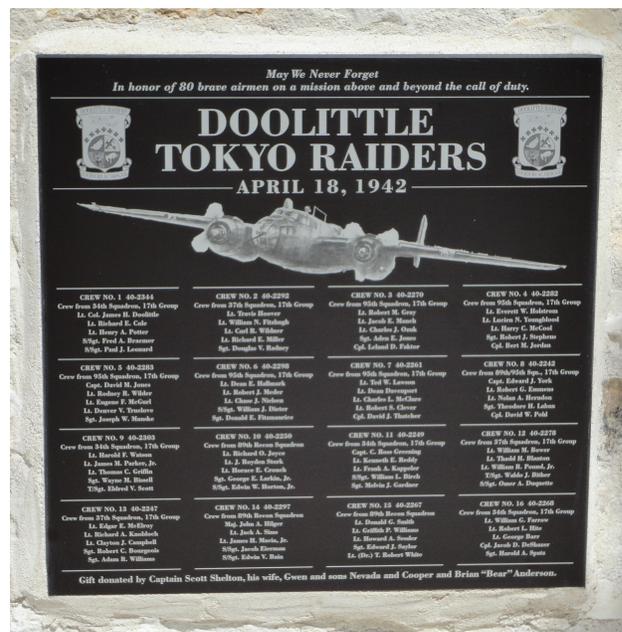
Vol. IX Issue 9.18 28 April, 2015

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

02 MAY-Scanner Course-Bridgeport
09 MAY-TRANEX-HFD/GON
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-Ct. 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SPECIAL EDITION FEATURING THE PREVIOUSLY UNPUBLISHED DIARY OF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

The two preceding issues of The Coastwatcher carried Part One, the Raid and the first two weeks in China. Part Two related the experiences escaping from the Japanese and reaching India. McGurl in now in Calcutta.

Part Three

The Fourth Week

Sunday, May 10, 1942

Awakened by our boy pulling big toes with his usual tea & green bananas. Awake too late for mass & not sure if there is a Catholic church in city. Maj. Hilger's crew arrives. Pick up all guns again. Take taxi ride along river. See Lt. Blanton at hospital. Eat & go to "300" Club by taxi. First place I can get Bourbon and it's very good. Ride home in usually blackout {illegible words} drops of sweat blur (sic) writing as you can see.

Major Hilger was pilot of Plane #14 and second in command of the Raiders. Lieutenant Blanton was co-pilot of Plane #12, *Fickle Finger*.

Monday, May 11, 1942

Take guns to Consulate. Get a haircut-still keeping hair short (about ½ inch). Buy beautiful embroidered scarf & table cloth. Also get embroidered wings. Heat is finally catching up with me so I take first siesta. To bed early.

Tuesday, May 12, 1942

Pick up 4 guns. Sign Per Diem voucher & receive pay (about 450 rupees). Have a few beers and eat. Go to Hawaiian Club and dance. Home at 1:00 by carriage.

Wednesday, May 13, 1942

Pay hotel bill (96 rupees). Do a little shopping. Take in "Confirm or Deny" at New Empire theatre. Go to Porto Rico club and spend most of night there. Home at 12:30 and to bed.

Thursday, May 14, 1942

Rewrite gun numbers. Buy a pair of brogues for 45 rupees made in Scotland and shaving kit. Informed I am leaving for New Delhi in the morning by B-17. Take in "Broadway Limited" an old picture. Pack all my clothes & I am ready to leave at 6:00 A.M. Finally decide to go by train Friday P.M. as tickets have already been bought.

Friday, May 15, 1942

Take it easy all morning. Straighten out my "faithful servant" as he calls himself. Pay hotel bill (90 rupees). Take train at Calcutta station and am off on about 1000 mile trip. English officer takes nearby bunk. Extremely hot, small, dusty & uncomfortable coaches.

Sleep on upper bunk in my flying suit. Awakened about 4:00 A.M. by Englishman arguing with Indian boy. Otherwise sleep fairly well.

Saturday, May 16, 1942

Still riding. Temp rised to 110°. Mostly waste land. See ox carts, native cattle, peacocks, jackals, etc. English leather salesman joins us & also Indian officer. Swap takes if respective countries. Arrive at 9:30 with about ½ inch of soot & cinders. Take taxi to Imperial Hotel but find all rooms taken. Go to Mariana Hotel and sign in. Take shower, shave, etc. and hit the hay gladly.

Sunday, May 17, 1942

Report to Major Hilger & receive orders from him. Go to the Theatre (Rivoli) & see "Robin Hood". Go to Imperial Hotel and to English with a cup of tea. Have bull session on lawn, then return to Mariana hotel and & late supper. Nothing doing so bed.

The Fifth Week

Monday, May 18, 1942

Go to Imperial & see Lt. Pound & Koppeler [sic: Kappeler]. Go to cameral shop & buy movie camera (145 rupees) & ½ doz. rolls of film. Order slacks & shorts at Ranken & Co. See wonderful ivory exhibition. In P.M. hire taxi & take pictures of famous tombs & temples. Mount camel & get a real thrill. Take pictures of natives-very good subjects.

Lt. Pound was navigator of Plane #14. Lt. Kappeler was navigator of Plane #11, *Hari Kari*. Ranken & Co. was a 150 year old firm which originally supplied clothing and equipment for British military and civilians posted to India.

Tuesday, May 19, 1942

Look around shops for something appropriate for Capt. Jones now in China where everything is so limited. By number of things we consider useful for him. Buy bathing suit and ride to Cecil Hotel where there is a small swimming pool. Spend P.M. there and return to hotel. See native dance something like Hawaiian dance only they wear more clothes. Home early to bed.

Wednesday, May 20, 1942

After sleepless nights see Lt. Truelove off to the station where he will use experience gained in raid for further ones. He promises to write a letter to my family giving all the details which in turn can be relayed to Irene. Also give him some items I have bought here to be sent home on arrival. Take siesta and final have a sound sleep. (Temp averages 110 F. night and day). Go to show & see "Typhoon" with gang.

Thursday, May 21, 1942

Report to officer in charge for latest developments. 800 miles). Am to fly to Karachi in the morning (about 800 miles). (Have rented a bicycle & travel around town by this means now. Costs about 25 cents/day). Took movie pictures of local spots of interest. Will collect 10 days Per Diem (\$60) today. Bought traveling bag for 50 rupees or about \$17.

The dated diary ends on May 21st. The following section is undated and written across the pages rather than from top to bottom.

As some aspects of the raid are still secret, everything I have written must be kept secret. I could have written much more but time & space wouldn't permit it. You can read between the lines anyway. Personally everything is OK with me and I really go for this type of life. Naturally three are some

reasons why I'd like to be home and especially one very good one which you may be able to guess. I like this tropical country here in India and I can hardly say life is dull. But I'll be able to give you a better account when I get back to the states so until then just relax in the knowledge that everything is 100% with me.

Sessler is OK and is coming through Karachi with me so far as I know. But I haven't seen him since the start of the mission & I can't tell you any more about him. In case I have not mentioned it General Doolittle led the raid & you'll see his name in the paper a lot. He's the No. 1 flier in the country and has done everything he can do for us.

I'd like to have you keep all the news on the raid in the papers. In fact if you can save all the newspapers I'd like to have you do it. Everything is confidential and be sure no one knows about the contents here or the other things I'm sending. Let Irene look at the diary, etc. but tell her also to keep it secret. I think she's saving stamps so give her that collection I sent. See my letter for further details.

McGurl's diary ends at this point. Hand written Chinese phrases and a world map are included at the end of the diary. The military urgently needed experienced men. Most of the Raiders were not repatriated by received new assignments in Europe and North Africa. McGurl and some of the other Raiders were reassigned to units in the China-Burma-India theatre.

On June 3rd 1942, in poor flying weather,, six B-25s departed India to bomb targets near Lashio Burma. After the bomb runs, the aircraft head for Kunming, China having to cross the 8,000 foot Shan Hills, a southeast extension of the Himalaya Mountains. Four Doolittle Raiders were on the mission but only Lieutenant Frank Kappeler reached Kunming. Fellow Doolittle Raiders Staff Sergeant Omer Duquette, Lieutenant Melvin Gardner, and Eugene McGurl never reached China. Their bodies were never recovered.

On Veteran's Day, 2009, the Town of Arlington dedicated McGurl Square in honor of Eugene McGurl and 13 other family members who served in the armed forces from World War I to Vietnam. A commemorative stone stands in memory of Eugene.



McGurl's pilot, "Davy" Jones was posted to North Africa where he was shot down and became a prisoner of war. He remained in the Air Force and retired as a Major General after 37 years of service. Co-pilot "Hoss" Wilder's WWII career included service in North Africa and Europe. He retired in 1947 as a Colonel. Bombardier Denver Truelove was transferred to North Africa and was killed in a mission over Italy in 1943. Joe Manske, the engineer-gunner, went to Officer Candidate School, was commissioned and retired as a Colonel after further service in Korea and Vietnam.

Next week's edition of *The Coastwatcher* will carry an article on some of the other interesting details of the Doolittle Raid.

The Coastwatcher would also like to thank Leslie K. Rocketto for typing a transcript of the McGurl diary, Hap Rocketto for editorial assistance, Tom McGurl for filling in some of the details about his uncle's life, and Dr. Ming-Wei Lu for Chinese language translations.

JOINTCADET & SENIOR MEETING
FIRST EAKER AWARDED TO TRCS

CADET
 28 April, 2015

For the first time in its history, a Thames River

Composite Squadron Cadet earned the Ira C. Eaker Award and promotion to Cadet Lieutenant Colonel. Cadet Brendan Schultz has been a member of almost five years and during that time, he has assumed leadership roles both in the Squadron and in Connecticut Wing. Schultz has already commenced work on achieving the Carl A. Spaatz award, the highest offered in the Cadet program which also entitles the recipient to don the three diamonds of a Cadet Colonel.



State Representative Bumgarner shares a thought with C/Lt Col Schultz.

Cadet Thomas Ray was the second awardee of the night. Ray was promoted to Cadet Second Lieutenant and earned the William L. Mitchell Award.



Deputy Commander of Cadets Emily Ray and Mr. Ray affix second lieutenant epaulettes to their son's uniform.

Cadet Christian Tynan was promoted to Cadet Captain and Keith Trotochard is now a Cadet First Lieutenant.



Squadron Commander John deAndrade congratulates C/Capt Tynan.



Mrs. Trotochoud and LtCol deAndrade place 1stLt insignia of Cadet Trotochard.

SM Frank Crandall was promoted to Second Lieutenant

State Representative Aundré Bumgardner of the 41st District presented citations from the State Legislature to both Schultz and Ray.

The evening ended with a celebratory cake and refreshments. Lt Col Leif Bergey was Master of Ceremonies, 2dLt Joel Drost offered the invocation, Maj Roy Borque explained the requirements for both the Mitchell and Eaker Awards, and LtCol Stephen Rocketto presented biographical sketches of Mitchell and Eaker.

CADET RIFLE TRAINING

C/SMSgt John Meers attended the Saturday AR-15 training program hosted by the Connecticut State Rifle and Revolver Association's Junior High Power Team.



Meers cradles his AR-15 as he awaits his scores.

John is a member of the E.T. Grasso Regional Technical School Team which just completed the 2014-15 season in the Mohegan-Pequot Division of the Connecticut High School Rifle League.

C/1stLt Keith Trotochoud and C/SMSGts Michael and Daniel Hollingsworth participated as members of the Montville High School Rifle Team. Montville had an undefeated season and won the conference championship.

The CTWG has announced that they will provide two opportunities of Cadets to earn the Winchester-NRA Marksmanship Badge for wear on their uniforms. The program is cost free and will be held on 23 May and 19 September at the Quaker Hill Rod and Gun Club. Squadrons have been notified of the details and squadron leadership is responsible for making a timely entry.

ORIENTATION FLIGHTS

25 April, 2013

A wing-wide orientation flight day was held at Groton and staged out of the Mystic Jet facility.

C/A1C Hannah Tynan and C/SrA Matthew Drost flew a Syllabus #1 flight: ground handling, pre-flight, and take-offs and landings with 1st Lt Bruce Richardson from the 143rd Composite Squadron. Richardson's flights used Groton and Waterbury-Oxford as terminal points.

Cadet Donovan Davino and C/A1C Matthew Carasone flew a Syllabus #2, normal flight maneuvers, with Major Scott Farley from Thames River.

Farley also took Davino up for a Syllabus #1 flight. Farley used Willimantic as a crew change location.

C/2d Lt Keith Trotochaud flew with Senior Member James Skiff from the Royal Charter Squadron. The first flight covered Syllabus 3, advanced flight maneuvers. They then flew Syllabus #5, weather. Their flights were from Groton to Brainard and back.

Capt Edward Miller and Lt. Joel Drost were ground school instructors and flight coordinators.



Cadet Trotochaud checks the fuel and SM Skiff checks Trotochaud.



Cadets Davino and Carasone are briefed by Major Farley (Photo Credit: Capt Edward Miller)

TABLE TOP TRAINING EXERCISE FOR USAF SAR EVALUATION

LtCol Stephen Rocketto joined 11 other members of the proposed command staff for a briefing on the operational details and performance expectations for the up-coming USAF evaluation of the CTWG Search and Rescue competencies.



CTWG Vice Commander Daren Cioffi leading the training exercise.

The evaluation will use two mission bases, Hartford and Groton. Rocketto attended as Groton's representative. Groton will run a full-scale staff for the evaluation and deploy air and ground teams. Groton will also serve as back-up for Hartford in case of power or communication losses at Brainard.

The next training event will be held on 09 May and will involve full participation by both mission bases.

CURRENT EVENTS

Airbus 380 Anniversary

April marks the 10 year anniversary of the first flight of the Airbus 380. Due to a series on technical and corporate problems, the aircraft did not enter service for two years.



Singapore Airlines was the launch customer for the Airbus A380.

The massive plane can carry over 800 passengers when configured for economy class but normally can carry just over 500 in the usual three class lay-out.

Some airports cannot handle the A380 due to restrictions on the size of loading gates and the strength of the concrete runways and pads.

The main customer for the plane is Emirates Airlines which is flying or has orders for half of all of the 380s. Total orders are just over 300 and the company expects it might take two decades to recover the development costs!

LOWER FUEL COSTS

The drop in oil prices has resulted in windfall profits for airlines. The estimated savings are in the neighborhood of \$3.4 billion dollars over last year.

However, the fuel saving has not resulted in any noticeable decrease in passenger fares. The demand for seats is still high and the airlines are looking at the fuel savings as pumping up the bottom line on their accounting sheets.

ERRATA

Lt Col Thomas Wisehart also attended the Wing pilot meeting last week. His name was inadvertently left off the list.

The first Boeing 737 was mislabeled as a 727 in the picture.



Above: The entire Southwest fleet, almost 700 aircraft are all various marks of the 737.

Below: Continental Airlines, before the merger with United, had about 60 727 "three holers" in its fleet.

