



*Missions for America
Semper vigilans
Semper volans!*

*Publication of the Thames River Composite
Squadron*

*Connecticut Wing
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*Lt Col Stephen Rocketto Editor
Lt David Pineau, Publisher
Maj Roy Bourque, Paparazzo
Lt Joanne Richards, PAO
2dLt Stephen Buchko, Cadet AEO
C/Ann Lucas Dellacono, Cadet PAO
Capt Edward Miller, Features
Maj Scott Farley, Roving Correspondent*

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07 December 2022

10 DEC-Commander's Cup-Durham
13 DEC-TRCS Meeting
20 DEC-TRCS Holiday Party
27 DEC-No Meeting
03 JAN-TRCS Staff Meeting-Cadet CoC
10 JAN-TRCS Commander's Call
17 JAN-TRCS Meeting
24 JAN-TRCS Meeting
31 JAN-TRCS Meeting

SENIOR MEETING

07 December, 2022

Staff Meeting

Department heads presented their monthly reports to the Squadron.

Major Farley reported that although the fruit revenue was short of our goal, parking lot duties at the Durham Fair made up the balance. Both fund raising activities will be repeated in 2023.

Lt Col Rocketto reported that plans were underway for two field trips and that the Commander's Cup Rocket Contest will be held on the coming Saturday.

Capt Kopycienski noted that the Squadron ICUT qualifications stood at 84% and the new draft of cadets will soon undergo training.

Captain Otrin reminded members about expiring qualifications.

PAO Lt Col Rocketto stated that he is planning a publicity photo with Squadron members posed in front of the "Submarine Capital of the World" sign off I-95 followed by a social event.

Capt Spreccace will be broadcasting a list of awards known to be held by senior members and asked that each member proofread the document and contact him for corrections or additions.

Maj Peske is working to qualify a cadet sponsor member for the cadet protection program.

Finally, Capt Kopycienski offered a safety briefing on road travel in winter conditions.

CADET MEETING

07 December, 2022

submitted by

C/Ann Lucas Dellacono

Cadets learned how weekly CTWG communications network works. Cadets observed

Cadets Schaffer and Knets. Through this radio communication cadets work the weekly CTWG radio net during which squadrons exercise their communications skills by using correct transmission and reception techniques.



*Knets and Schaffer describing net operations.
(Credit: Cadet Dellacono)*

Cadets then formed into small units and separated. Units could communicate with a counterpart using hand-held radios. The problem consisted of issuing clear instructions which could be acted on by the receiving unit to build a model from Lego tiles. One group had a set of Legos and the other group had Lego instructions. The object of the exercise was to learn how to issue clear instructions and how to act upon them.

ACHIEVEMENTS AND TRAINING

C/2dLt Matthew Fago has received a nomination from Representative Joe Courtney for the United States Air Force Academy.

1Lt Steven Deignan-Schmidt has completed the Senior Communicator Specialty Track and qualified as a Communications Unit Leader.

Maj Farley conducted a Mission Pilot proficiency flight with Capt. Otrin as Mission Observer. The crew practiced search patterns, normal and short and soft field landing and takeoffs.

READER COMMENT

Lt Col Bill Dolan reports that he actually saw the XC-99 in 1956. The Editor saw one from afar stored at Kelly AFB, Texas in the 1980s.



AEROSPACE HISTORY

December 7, 1944 – The Northrop JB-1A Bat, made its first and very short flight.



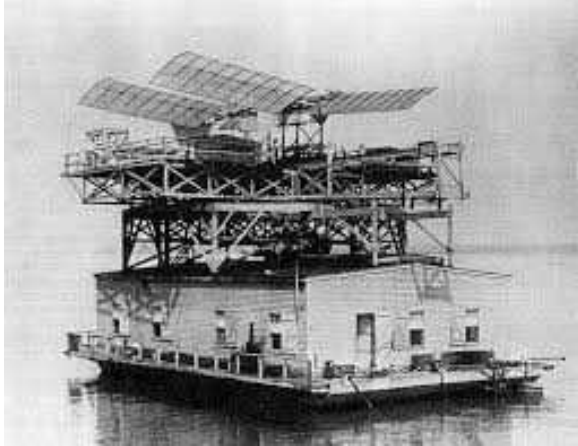
The “Thunderbug” as it was called was an experiment by the Army Air Force to develop a surface-to-surface cruise missile. It was a flying wing design powered by two General Electric turbojet engines but first flown as a glider. Launched from rails at Eglin Field, Florida, it flew about 400 yards, stalled and crashed. Eventually, after radical redesign work and the installation of better engines a lighter version, the JB-10 emerged.



However, Ford and Republic Aircraft managed to produce the pulse-jet powered JB-2, a near copy of the Fieseler V-1 buzz bomb which was adopted

for service with almost 1,400 built.

December 8, 1903 – Charles Manly, engineer and inventor, made his second attempt to fly Prof. Samuel Langley's government sponsored Aerodrome.



Aerodrome mounted on its catapault (Credit: Smithsonian Institution)



The aircraft had been repaired after its first failure on October 7th when it crashed into the Potomac River after structural failure following a catapault launch. The second attempt also failed when the Aerodrome hung up on the catapault and fell into the river. Langley decided to end his attempts at powered manned flight

December 9, 1946-Slick Goodlin piloted the first powered flight of the Bell XS-1 at Muroc AAF Base, California.



He was flying the #2 machine and experienced a small engine fire. He went on to make 20 more powered flight exploring stalls, buffet boundaries, general handling and system functions.

December 10, 1941 – Billy Mitchell's belief that aircraft can sink capital ships is justified when a force of 85 Indochina based Mitsubishi G3M Nells and G4M Bettys sink the battleship *HMS Prince of Wales* and the battlecruiser *HMS Repulse* using a combination of torpedoes and bombs.



Painting by Chris Flodbert shows Repulse and Prince of Wales in line astern.



Nell and Betty bombers comprised the primary attack force.



The proud Royal Navy never requested air support from Royal Air Force fighters based in Singapore where a squadron of Brewster Buffaloes were on czzll. That combined with an underestimation of the quality of Japanese tactics and equipment led to the elimination of the major British naval force in the Pacific. The cost to the Japanese was four aircraft downed by anti-aircraft fire.

December 12, 1951 – First flight of the de Havilland Canada DHC-3 Otter, the big brother of the DHC-2 Beaver. Its engine was P&W Twin Wasp nine cylinder radial supplying 600 hp.



Aerial imagery of the maneuvering vessels during the horizontal bombing phase of the attack.



National Guard U-1A Otter at Groton.



Even CAP had Otters.

A rare occurrence of chivalry occurred on the day following the battle. Lt Haruki Iki dropped two wreaths of flowers on the battle site in honor of the lost Japanese pilots and in honor of the brave defense exhibited by the Royal Navy sailors on the two doomed ships.

December 11, 1941 – Twenty year old John Gillespie Magee, Jr., an American serving with the Royal Canadian Air Force Goes West. His Spitfire had a mid-air collision with an Airspeed Oxford while flying in restricted visibility. He attempted to bail out but the aircraft was too low and he died on impact. He is best known for his poem "High Flight."



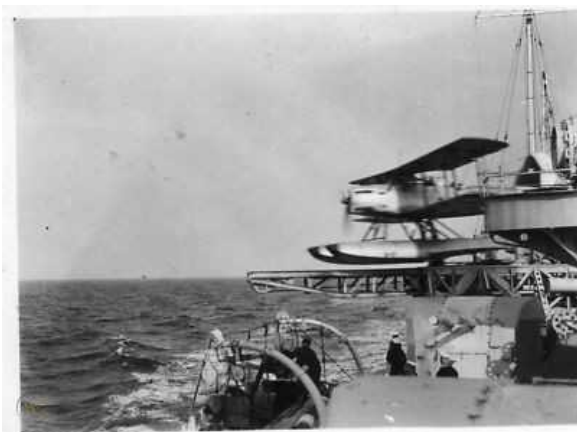
Turbo-powered Otter, Victoria, British Columbia.



Delivered to the USN on September 28, 1956 for service in Antarctica, this U-1B is still listed on the inventory of the USN Test Pilot School, Pax River, Md.

The Otter had a production run of almost 500 units. Many models have had the original Pratt & Whitney radial replaced with versions of Canada Pratt's PT6A turboprop engines producing 680-750 shp.

December 13, 1939 – *HMS Ajax* catapults a Fairey Seafox to spot gunfire as she and her two consorts, *HMS Achilles* and *HMS Exeter* duel with the German *Panzerschiffe Admiral Graf Spee* off the *Rio Plate* east of Montevideo, Uruguay.



Seafox catapulted from HMS Ajax and Lt. Lewin.

The aircraft is flown by Lt Edgar Duncan Goodenough Lewin and the observer is Lt Richard Edward Neville Kearney. This is the first time that a float plane has been so utilized by the Royal Navy in WWII.

SPECIAL FEATURE

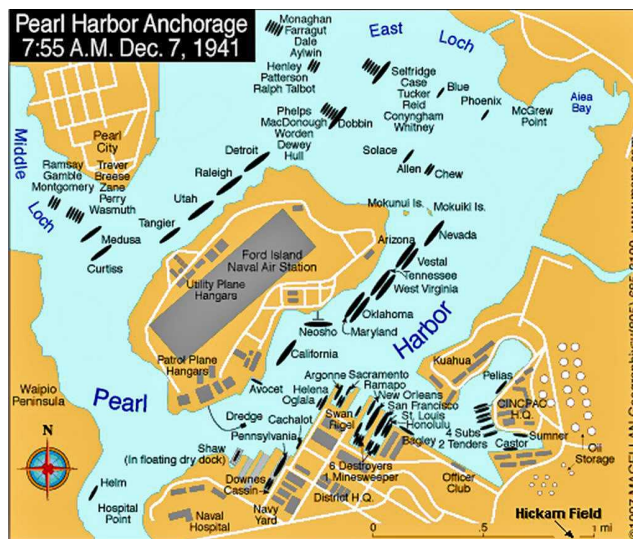
The Aircraft at Pearl Harbor December 7, 1941

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.

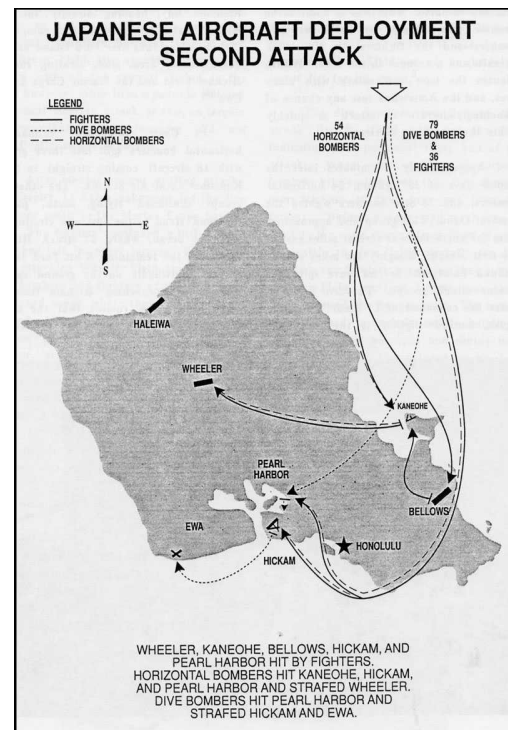
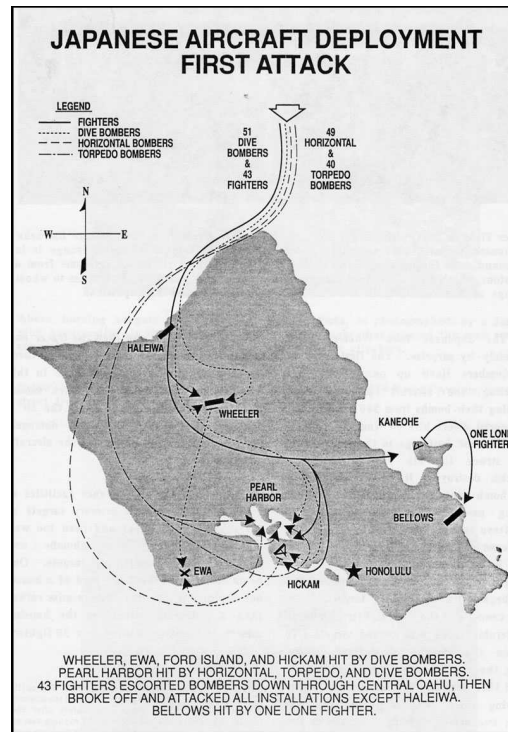
The Attack

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.

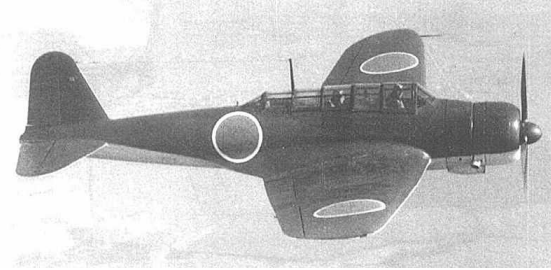
Their carrier aircraft, led by Commander Mitsuo Fuchida struck in two waves. Airfields were attacked and torpedo planes and horizontal bombers struck the fleet. The second wave consisted of horizontal bombers, dive bombers, and torpedo aircraft and attacked the ships in the harbor.

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.



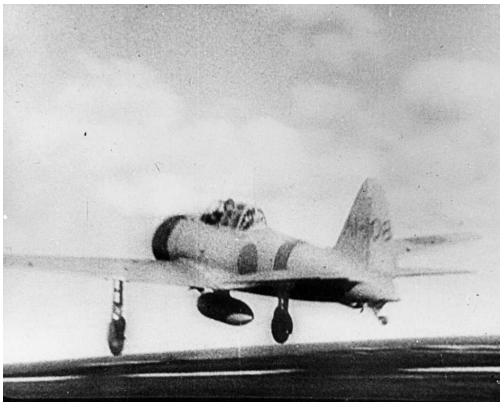
THE JAPANESE AIRCRAFT

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. Each of the six carriers carried wither 18 or 27 Kates.

Mitsubishi A6M2B Zero



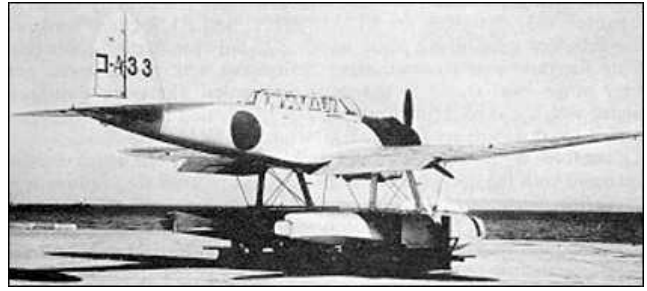
A6M2 Zero departing IJS Akagi for Pearl Harbor. Every carrier had 18 Zeros

Aichi D3A1 Val



The Type 99 Val was crewed by two and carried 500 pounds of bombs on wing and center stations. The normal load was either 18 or 27 aircraft per carrier.

Aichi E13A Jake



The Jake was the standard scout plane carried by Japanese battleships and cruisers and had a range of 1,300 miles and a 14 hour endurance.

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



The P-40B depicted is one of those destroyed at Bellows Air Field.

The USAAC Pearl Harbor fighter defenses consisted of 99 P-40B P-40C Tomahawks mostly based at Wheeler. At least 42 were destroyed and 30 damaged, leaving only 27 combat ready in case of a third attack. George Welch was one of the few pilots to get airborne during the attack and was credited with three kills.

Curtiss P-36 Mohawk



Curtiss Mohawk

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

Boeing P-26A Peashooter



P-26s at Wheeler Field.

The aircraft is the first all metal monoplane fighter accepted by the USAAC. They were obsolete and being transferred to the Philippine Air Force.

Grumman F4F Wildcat



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

Brewster Buffalo



Brewster F2A-3 Buffalo at USMC Air Station Ewa.

US BOMBER AIRCRAFT

Boeing B-17



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.

Douglas B-18A Bolo



The Bolo was a medium bomber based upon the successful commercial DC-2 design. The 7th Air Force at Pearl had 33 Bolos. An obsolescent aircraft, many were relegated to anti-U-Boat duties off the US East Coast.

Douglas A-20A Havoc



(Credit: SDA&SM)

The Havoc was a low altitude attack aircraft from the drawing board of the brilliant Ed Heinemann. A squadron of 12 was based at Hickam Field and two were destroyed on the ground during the attack.

Martin B-12



Martin B-12

The B-12 was utilized in the coastal defense role. Three were based at Wheeler Field.

Consolidated B-24 Liberator



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



An Ewa based Vought SB2U Vindicator

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

Douglas SBD Dauntless



Douglas SBD-2 Dauntless-3 on Ford Island

USS Enterprise aircraft arriving during the attack lost five to friendly fire and Japs

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 *Hiyru*, were sunk at the Battle of Midway by these aircraft.

Curtiss A-12 Shrike



Curtiss A-12 Shrike

The Shrike was an obsolete attack plane. Four to nine, depending on the source, were based at Hickam and Wheeler.

Consolidate PBY Catalina



Consolidated PBY Catalina

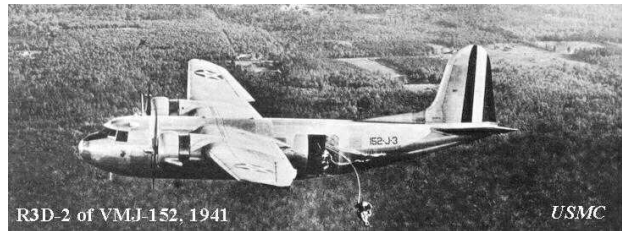
The Navy maintained a PBY-1 and around 60 PBY-3 flying boats and PBY-5A amphibians at both NAS Kaneohe and on Ford Island. But there was not enough to provide sufficient patrol coverage prior to the attack.

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 *Bismarck* 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 DC-5



Douglas R3D-2

The R3D was the military version of the Douglas DC-5, the least known of the DC-series airliners. Only a dozen were built. The USMC was the primary user and had two at Pearl Harbor.

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 Goose

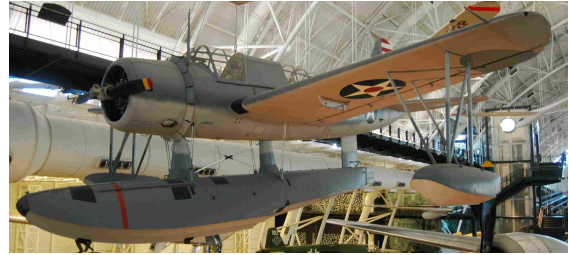


Grumman OA-9 Goose

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.

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. Six were at Bellows Field when the attack occurred.

Vought Kingfisher



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.

Stinson L-1



Stinson O-49 Vigilant

The Vigilant, later re-designated L-1, was used for a multiple purposes including artillery spotting and glider towing. Two were stationed at Bellows Field.

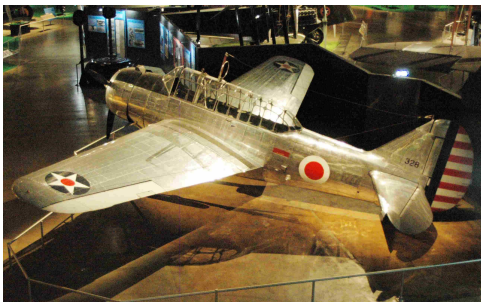
Curtiss SOC Seagull



Curtiss SOC Seagulls

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.

North American O-47



North American O-47B

Four aircraft were generally assigned to a battle ship and two to a cruiser. Japanese photos taken during the attack show aircraft on board the USS

California, Oklahoma and West Virginia and probably dozens more were in storage on land.

US UTILITY AIRCRAFT

Beech 18



Beech JRB Expeditor

The JRB series is based upon the Beech Model 18. The Navy designation was SNB which some wags claimed stood for Secret Navy Bomber. Most Army versions were called C-45s.

Sikorsky S-43



Sikorsky JRS-1 under restoration at the Smithsonian. (Credit: Aaron Headly)

It is a Pearl Harbor survivor and flew the first search patrol leaving during the attack under the command of Ensign Wes Ruth for which he was awarded the Distinguished Flying Cross. .

Sikorsky's S-43 was known as the "Baby Clipper." The Navy and Marines used it for transport. A number of airlines also operated the S-43.

Grumman J2F Duck



Grumman J2F-6 Duck

-6 and -4 model Ducks were listed at NAS Lahaina Roads and on Ford Island/

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 Model 12 Electra, Jr.



(Credit: Aaron Headly) Lockheed JO-2 Electra, Jr.

Lockheed built five of their Model 12s for the USN and USMC. One was at MCAS Ewa.

US TRAINER AIRCRAFT

Douglas BT-2



Douglas BT-2 (Credit: Tarrant County College Northeast)

A few Douglas O-32 airframes were converted to a basic trainer configuration. Records indicate that two of these obsolete aircraft were based at Wheeler Field.

North American AT-6 Texan



AT-6D Texan

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

Seversky AT-12 Guardsman



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 WAFS fatalities in the service of their country.

Interstate Cadet



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 harm 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 by the Navy 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.

Two ships deserve 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 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 response, 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/h>

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.

Pearl Harbor Aircraft Survivors

The Sikorsky JRF-1 flown by Ensign Wes Ruth is at the Smithsonian under restoration.



Mounting an engine in the Ruth Baker Engen Restoration Hangar at the Udvar-Hazy Annex.

During the attack, Ruth, a member of Utility Squadron UJ-1 on Ford Island was eating breakfast when the attack started. He jumped into his car and drove to the squadron ready room arriving around the time that the *USS Arizona* blew up.



A scratch crew of four enlisted men was recruited and they jumped into JRF-1, armed with three 1903 Springfield rifles. Ruth flew north for 200 miles which as it turned out was where the Japanese force was located but on the way, the carriers turned northwest to land the returning aircraft and Ruth flew by them. He then flew a short leg east and returned to Pearl.

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.