

The Eagle's Scream



Commemorative Air Force Florida Wing



Volume 4 No 5

October 2010

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Commemorative Air Force Inaugural Golf Tournament

Tuesday, November 9th.

Cypress Head Golf Course

6321 Palm Vista St. Port Orange, FL 32129

Four Person Scramble, Registration 11:00, Shotgun start 12:30

Cost \$75 per player. We will combine singles and doubles into Men and Women or mixed foursomes. Registration fee and donations are 100% tax deductible. Registration fee includes green fees, cart, hot dogs, chips, refreshments on the course and buffet dinner after the game.

Prizes: 1st., 2nd, and 3rd place awards. Closest to the pin and longest drive men and women. Everyone receives a golf visor and a ditty bag full of various items. We have over 100 door prizes. Your chance of winning at least one is 100%.

Part of the proceeds will be donated to the Halifax Health-Hospice of Volusia/Flagler County and the Veterans Recognition Program

Please download applications at caffl.org Application deadline, November 1st, 2010. Make checks payable to CAF Florida Wing, and mail to CAF-FL, PO Box 1944, Deland FL 32721

Questions: Call Pat Clifford (386) 872-0081

CAF General Membership Dinner Tuesday October 19, 2010

Social 1800hrs. Dinner 1900hrs.
Halifax River Yacht Club
331 South Beach Street
Beautiful Downtown Daytona Beach

Menu:

Prime Rib of Beef
Baked Potato, Peas and Onions

Or

Pork Schnitzel
Potato pancakes and applesauce
Peas and Onions

Or

Salmon with Strawberry Bar B Q Glaze
Wild Rice
Peas and Onions

entries include Salad, Desert, Tea, and Coffee

\$20 all inclusive

The guest speaker will be Rich (Mad Dog) Schaefer who commands the customs and drug enforcement unit that fly the P-3 Orion aircraft out of Jacksonville. Rich spoke to our CAF wing about five years ago but most of us have not heard his most interesting talk.

Reservations and Menu Selection

Required by October 15

**Call: Jim Bannerman (386) 257-3853
or email: jimmybannerman@cfl.rr.com**

ANNOUNCING The Florida Wing's YARD SALE December 2010

We need your stuff!! The Wing is having another fund raising yard sale in December. We need saleable household goods, furniture, working appliances, tools, collectables, books, just about anything but clothing. We have no way to display clothing. Now is the time to clean house and garage and get space ready for all the stuff you are going to get for Christmas...and won't use. Please call Ann at 386-673-5742 or email f32br@aol.com and I will arrange to have everything picked up. Sending our thanks in advance as we are sure you will help make this sale a huge success. Y'all stand up and take a bow. Do you hear that applause?

** ** * *****



Thanks Lou

Colonel Lou Figliuolo, recognizing our desperate need for a fork lift, but realizing that the wing had insufficient funds to purchase one at this time, bought one with his own money and has loaned it to the wing until we can afford to buy our own. Thanks Lou, your generosity and dedication to our wing are greatly appreciated.

Florida Wing TBM Restoration Project

by Colonel Stan Mitchell

The hot weather is giving way to the “coolness” of the Fall. The comfort work zone is appearing every day. Soon our “Snowbirds” will arrive from the far reaches of this country and contribute immensely to the restoration of the TBM.

Ted Carey and Sean Ryan and others are continuing to restore the damaged starboard wing. With the help of many of the attending colonels, the port wing was relocated so that it may be used as a model for repairs on the starboard wing.



String lines were run along the trailing edges of the port and starboard wings in order to establish accurate measurements and positions for the ribs. We have replacements parts for the damaged wings. Soon the starboard wing will be “as good as new” said Sean. We will need some riveters (Rosies?) to rivet the wing panels to the ribs. This will be a big job and more help will be needed.

Richard Bowe continues to install glass in the windshield and the top dome. He has placed these in position which gives the TBM a more realistic silhouette



As reported in the last issue of the Eagle’s Scream, the fuselage is being prepared for painting. But before Alodine treatment and painting can proceed, the old paint, corrosion and organic coatings will need to be “soda-blasted” from the interior. The media blasting will need to be done to the the firewall so that the oil tank and engine can be installed.

Work has been completed on the starboard “stub” wing. Ward and Gary Gidick made excellent progress in re-skinning the wing. With the help of several of the colonels, the stub wing was fitted and installed.



Jim Goolsby completed the rib-stitching on the rudder and delivered to the hangar. As you can see, what a wonderful view with the rudder attached awaiting the re-covered elevators. The elevators were taken up to his hangar to complete them.



We thank all of the colonels who continue to work on this project and move it along.

An Email from Jerrid



Sorry it took me so long to reply, but I have been very busy. I classed up for API and I am starting Week 2 (of 6) tomorrow. Its pretty rough, we are basically cramming a semester of college into 4 weeks. The classes are Aviation Weather, Aerodynamics I, Aerodynamics II, Engines, Navigation, and Flight Rules & Regulations. I already took the Weather final and got a 94 and will be taking Aero I on Tuesday. The minimum average to move on with flight training right now is 94. During this first 4 weeks of academics, we also have Water Survival classes that involve swimming, treading, floating, a mile swim, and the tower jump in flight gear. After the first four weeks we are issued flight suits and start the more fun parts of API. We will do a pressure chamber, ejection seat training, land survival, the helo dunker, and we will learn how to use some of the survival equipment we will have with our flight gear and life rafts. I haven't received orders yet but I will probably be sent to NAS Corpus Christi for Primary Flight Training in T-34Cs and I will probably be leaving a day or so after I graduate from API.

Respectfully,

Jerrid K. Stottlemyre
ENS USN
tr57gwy@yahoo.com
(210) 508-0590

Executive Officer's Report

By Col. Stanley Mitchell

Steel Storage Container



The Planning Department of the City of DeLand responded to an inquiry concerning the use of a steel container as a temporary storage unit. The Planning Director declined our request stating "that this type of unit used in such a manner would be considered an accessory structure" and "would not be permitted for storage onsite" [Section 33-28.10(b)]. The Staff Officers are considering an application for a permanent structure instead.

Golf Tournament

Pat Clifford and his tournament committee have been working tirelessly to assure that the Florida Wing's inaugural golf tournament is successful. Many donations in the way of gift certificates, sponsorships, and prizes have been received. The complimentary CAF visors have arrived and are ready to be presented to the tournament participants in their "ditty bags". It is now time for the Colonels of the Florida Wing to step up and recruit those local and "Snowbird" golfers that abound in this area. For the tournament to be successful, we will need 100 entrants. If you need tournament applications, they can be obtained at the hangar office or on the website www.caffl.org. Let's all have fun and jump out there and get some entrants.

Forklift

Our old reliable Toyota forklift has "given up the ghost". The hangar manager, Lou Figliuolo, has been searching all resources to acquire a suitable replacement. He has finally met with success. On Saturday (10/2), a newer model of a Toyota forklift was delivered to the hangar. Congratulations go to Lou for his success. The retired forklift is being advertised in the local newspapers and on Craig's List.

2011 Nominating Committee

The Florida Wing has four Staff Officers positions that are up for election and a vote at the December Members meeting. Those positions are Wing Leader, Maintenance Officer, Adjutant and Safety Officer. A list of the chairman and members' of the Nominating Committee will be posted on the hangar bulletin board within a short time. For a list of responsibilities for each position, take a few moments and look in the CAF Policy and Procedures Manual in the Hangar Museum.

Airshows

The season for airshows is around the corner. The first one is the Stuart Airshow sponsored by the Visiting Nurses Association, MainstreetStuart and the March to Victory Museum in Stuart, FL on Nov. 12-14. The Wing is anxious for the cool weather and an opportunity to show off goods stashed in its PX trailer. We are recruiting Wing Colonels and friends are encouraged to assist in the staffing of the PX. Contact Tom Van Der Veer, PX Officer or Stanley Mitchell if you are interested.

2011 Budget Preparation

It's that time of year to begin the preparation of the 2011 budget for review and submission to CAF Headquarters. I'm asking for all of the Colonels to submit ideas for moneymaking projects for 2011 as well as anticipated expenses. The budget needs to be complete and ready for submission to the Florida Wing's Staff Officers by the December meeting. After passage, it will be sent to CAF Headquarters.

15th Anniversary of the Florida Wing

This coming year, 2011, will be an important milestone for the Florida Wing of the CAF. On June 15, 2011, the Florida Wing will be 15 years old. That's Right! The wing has been around for 15 years and has much to celebrate. Keep your calendars open and look forward to participating in the events throughout the year.

TBF/TBM Avengers in Action during World War II

There is much acclaim awarded to the Grumman TBF/TBM Avenger's actions in the Pacific Theatre during WW II but there is little to no mention of their contribution in other theaters—especially the Atlantic Ocean. Present below is an actual incident involving the Grumman TBF-1 Avenger as a submarine hunter-killer.

Prelude

A Type C-3 cargo submarine of the Imperial Japanese Navy was used during World War II for secret missions to Lorient, France, then occupied by Germany, The "I-52" submarine, code-named "Momi" (Japanese for "evergreen" or "fir tree") was also known as Japan's "Golden Submarine", because she was carrying a cargo of gold to Germany as payment for war material and technology. According to Ultra decrypts, 800 kg of uranium oxide awaited "I-52" for her return voyage at Lorient. She was also to be fitted with a snorkel device at Lorient.

Type C-3 submarines

This class of submarines was designed and built by Mitsubishi Corporation, between 1943 and 1944, as cargo carriers. They were 356 feet long, 30.5 feet wide, displaced 2,095 metric tons and carried a crew of up to 94. They also had a 21,000 nautical mile cruising range at a speed of 12 knots. The cargo capacity was 300 metric tons. The Japanese constructed only three of these submarines during World War II ("I-52", "I-53" and "I-55"), although twenty were planned. They were the largest submarines ever built at that time, and were known as the most advanced Japanese submarines of their time. The keel of "I-52" was laid on 18 March 1942, and she was commissioned on 28 December 1943 into the 11th Submarine Squadron. After training in Japan she was selected for a "Yanagi" (exchange) mission to Germany.

Yanagi missions

These were missions enabled under the Axis Powers' Tripartite Pact to provide for an exchange of strategic materials and manufactured goods between Germany, Italy and Japan. Initially, cargo ships made the exchanges, but when that was no longer possible submarines were used. Only five other submarines had attempted this trans-continental voyage during World War II: "I-30" (April 1942—was sunk by a mine), "I-8" (June 1943), "I-34" (October 1943—was sunk by the British submarine "Taurus"), "I-29" (November 1943—was sunk by U. S. submarine "Sawfish"), and German submarine "U-511" (August 1943). So "I-52's odds were not very good.

Fatal voyage

On 10 March 1944, on her maiden voyage, "I-52" departed Kure, Japan via Sasebo for Singapore. Her cargo from

Japan included 9.8 tons of molybdenum, 11 tons of tungsten, 2.2 tons of gold in 146 bars packed in 49 metal boxes, 3 tons of opium and 54 kg of caffeine. The gold was payment for German optical technology. She also carried 14 passengers, primarily Japanese technicians, who were to study German technology in anti-aircraft guns, and engines for torpedo boats. In Singapore she picked up a further 120 tons of tin in ingots, 59.8 tons of raw rubber in bales and 3.3 tons of quinine, and headed through the Indian Ocean, to the Atlantic Ocean.

On 6 June 1944, the Japanese naval attaché in Berlin, Rear Admiral Kojima Hideo, signaled the submarine that the Allies had landed in Normandy, thus threatening her eventual destination of Lorient on the coast of France. She was advised to prepare for Norway instead. She was also instructed to rendezvous with a German submarine on 22 June 1944 at 21:15 (GMT). "I-52" responded with her position. The message was intercepted and decoded by US intelligence. "I-52" had been closely watched all the way from Singapore. Guided by the F-21 Submarine Tracking Room and F-211 "Secret Room" of the Tenth Fleet, which was in charge of the Atlantic section, a hunter-killer task force was targeted towards her.

On the night of 22 June 1944 about 850 miles west of the Cape Verde Islands off the coast of Africa, "I-52" rendezvoused with "U-530". It provided "I-52" with fuel, and also transferred a Naxos FuMB 7 radar detector, and an Enigma coding machine, along with two radar operators, and a German liaison officer for the trip through the Bay of Biscay.

US Task Force

A US Task Force assembled as a submarine hunter-killer group. Consisting of the escort carrier USS "Bogue" and five destroyers (USS "Francis M. Robinson", USS "Haverfield", USS "Swenning", USS "Willis", USS "Janssen") the Task Force was ordered to find and destroy the Japanese submarine. This task force departed from Casablanca on 15 June 1944. It also had 9 FM-2 Wildcats and 12 TBF-1C Avengers of VC-69 on board. The task force, on its way from Hampton Roads to Casablanca, had sunk another Japanese submarine, the Type IX "RO-501" (formerly "U-1224") on 13 May 1944. (Between February 1943 and July 1945, this force proved to be very effective—credited with sinking 13 German and Japanese submarines.)

Arriving in the area of the meeting, the carrier began launching flights of Grumman TBF Avenger torpedo bombers at around 23:00 GMT to search for the submarines. The "U-530" escaped undetected. At approximately 23:40 on 23 June, Ed Whitlock, the radar operator in Lieutenant Commander Jesse D. Taylor's TBF Avenger, detected a surface contact on his malfunctioning radar (only the right half of its sweep was working). Taylor immediately dropped flares, illuminating the area, and attacked. After his first pass, he saw the depth charge explosions just to starboard of the submarine — a near miss — and the submarine diving. Taylor dropped a

purple sonobuoy, a newly-developed device that floated, picked up underwater noise, and transmitted it back. A searching aircraft usually dropped these in packs of five, named purple, orange, blue, red, and yellow (POBRY); the operator was able to monitor each buoy in turn to listen for sounds emitted by its target.

Taylor then began a torpedo attack, dropping a Mark 24 "mine" torpedo. That term was used for what was code-named "Fido"-- the first Allied acoustic torpedo which homed in on the sounds of the submarine. Fido was designed to be a "mission kill" weapon — it would damage the submarine so badly it would have to surface, rather than destroying it completely. Within minutes, the sonobuoys transmitted the sounds of an explosion and mechanical break-up noises.

As Commander Taylor's watch ended, the operators on "Bogue" and Taylor all thought he had sunk the sub. However, as Taylor's patrol ended, he was relieved by Lieutenant (jg) William "Flash" Gordon, accompanied by civilian underwater sound expert Price Fish. They arrived on the scene just after midnight, and circled with Taylor for some time. At about 01:00 on the 24th of June 1944, Fish reported hearing some faint propeller noise in the area.

A second attack was ordered. Gordon checked with Taylor about the exact position of the sonobuoy, and dropped another "Fido" torpedo where he believed the submarine to be. Taylor departed from the area at 01:15, but Gordon stayed to circle the area and listen for any sign of activity. He heard nothing, and was relieved by Lieutenant (jg) Brady, who continued to watch and listen, but no further activity was reported. Next morning, "Janssen" reached the site and found flotsam: a ton of raw rubber, a piece of silk, and even human flesh.

Aftermath

On 30 August 1944, the Kriegsmarine officially declared "I-52" sunk in the Bay of Biscay as of 25 July 1944, with all crew. The Imperial Japanese Navy declared "I-52" missing on 2 August 1944, and struck her from service on 10 December 1944 as sunk.

Ed. Note: The above article was submitted bt Colonel Stan Mitchell, Executive Officer of our Florida Wing. Thanks Stan.

Here's a neat site

For statistical data about the TBM and interviews with some of the people who flew them visit the following web site:

http://www.aviastar.org/air/usa/grumman_avenger.php

Treasurer's Report

The financial doldrums of Fall are affecting the Operating Account. This is the time when the amount of money drops to its lowest due to little fundraising activities. As of September 30, we have almost \$2800 in the Operating Account. Of this amount, \$1544 is set aside because it represents the donations obtained from members for the steel storage container.

Important payments coming due on October 1st are the 3rd Quarter 2010 ANUAC Payment (\$887.50) and the 3rd Quarter Interest Payment on the Mortgage (\$273.68).

As of September 30, the TBM Restoration (AAHF) Account has a balance of \$4837.42. We have an opportunity to make some advances in the restoration with careful planning and expensing.

The Florida Wing has been awarded \$6,316 for 2010/11 Volusia County Cultural Grant which will be allocated quarterly. Even though this is less than the 2009/10 award, it certainly will go a long way to meeting the expenses of operating the library/museum.

This is the time of the year to start planning for the 2011 budget. The deadline for completion is December 30, 2010. The wing has received a notice from the City of DeLand increasing the lease charge by 3% for 2011. Our new monthly lease rate will be \$298.39. If there are any large expenses expected in 2011, please contact Stan Mitchell so that it may be incorporated into the budget.



Colonel Chuck Downey and his Myers

L-17 Maintenance Report

By Colonel Steve Moddle

The month of October the annual inspection was due on "Allie". I am happy to say it is complete and all went well. We called in Victor Rodriguez to do it this year and he did a GREAT job. He found a few things that we had to fix and left a few things that we either need to watch or just fix as time goes by, nothing critical to flight. I was extremely happy with the compression check, 1 76, 1 77 and the rest 78 over 80. Victor found numerous hardware that has been dropped over the years that we never recovered, so they are out of there. He was impressed with our beloved "Allie" he thinks it is a good machine. We ran it up on Sat. and he loved the way it sounded. I will be away for about a month and when I return will do some of the items that he wanted done.

Col. Art Harriman Speaks at the Gateway Center for the Arts

On September 16, Col. Art Harriman presented an audio-visual program about the CAF and the Wing's restoration efforts of the TBM. He discussed the history and mission of the Commemorative Air Force as well as presented the origination of the Florida Wing. At the end of the presentation, Col. Dick Russell, TBM Project Leader, led a lively discussion centered on the TBM restoration efforts. Col. Stan Mitchell took questions about the CAF-Florida Wing and what it means to be a member. We are looking for other occasions to present the positive aspects of the CAF.

