

The Eagle's Scream



Commemorative Air Force Florida Wing



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Status of Our TBM Restoration

by

Colonel Dick Russell



Work on the restoration of the TBM has been very active with Wing Leader, Colonel Chuck Downey leading the charge! Our normal work days are Wednesday and Saturday but Chuck has invited, coaxed, coerced, threatened and even demanded that a number of Wing members show up on days other than our normal work schedule. This group has made things happen and we have several teams that work well together. Chuck has also enlisted a number of new members who are extremely talented in various disciplines and are a great asset to the organization.

Harland Avezzie delivered the turret to us and it is a thing of beauty. We will still need to install new glass because the material provided with this project was meant for static display only and is not strong enough for flight. The turret is ready to hoist and drop into position when that time comes. The hangar crew of Colonels Lou Figliuolo, our new hangar manager, Frank Purcell, Dave Laurens and Earl Leone constructed a plastic cover around the turret stand to protect it from the elements and still allow it to be displayed until it is installed.

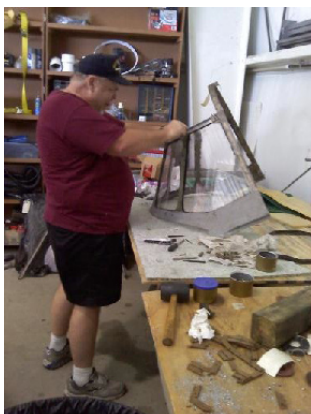


Colonel Dave Laurens has been assigned as the lead man on the tail section. Of course, there are a number of others who are assisting with finding, installing and adjusting the various parts to complete that portion of the plane. This is a very large airplane and the cables, control rods and tubes need to be adjusted so that they operate smoothly from the cockpit. Alignment of the vertical and horizontal stabilizers was the first job and a number of "shims" needed to be installed in order to match the specifications in the manual. Ted Cary,

Steve Moddle and our Cadet Jerrid Stottlemire all contributed to completing this job. Former Colonel Don Smith (deceased) manufactured the top hinge for the rudder and installed it on the vertical fin. Now that the fin is in place, we need to lift up the tail so the fuselage is level with the floor and use a plum-bob to assure that that hinge lines up and will provide for proper rudder freedom of movement.

Colonel Sean Ryan has been assigned the task of repairing the damaged wing. Colonel Jerry Ziegler and a host of other members are working with him on this project. Colonel Chuck Downey arranged to have the wheel wells blasted with walnut shells which did a nice job of cleaning the old paint and other crud from the structure. The damaged aft ribs on the right wing were removed and have been delivered to American Aero in New Smyrna Beach who will make new ones for us. Our attempt to find new ribs was futile and it is believed that this is the best solution to getting the parts we need to complete this job.

The Gidick brothers, Colonels Ward and Gary are the team restoring the stub wings. The left one was completed and has been placed into position with "clecos" and will soon be bolted into position. Colonel Chip Conway was with us and was a great asset in making this new piece fit into place. The right stub wing is nearing completion and it, too, will be permanently installed.



Colonel Rich Bowe continues to work on the windshield and has the new glass installed. He is also replacing the bolts in this structure with the correct ones and will be working on the rest of the canopy. Rich and Colonel Ted Cary have been helping with the alignment of the elevators and elevator trim tabs which operate so smoothly that you'd think this is a factory new airplane. The elevators will be removed and taken to Eagles Nest at Crescent City for covering. Colonel Jim Goolsby

has covered the ailerons and has completed about half of the rib-stitching on the rudder. He will be gone for 2 months but upon his return will bring the rudder to us and pick up the elevators.

Colonel Charlie Cartledge from Ohio paid us a visit. His TBM project is progressing nicely and he has a wealth of knowledge which our members soaked up. Charlie spent most of a Saturday with us and was a great help in getting the stub wing into position. He also brought us a book which illustrates each component and the routing of all the lines in the hydraulic systems which will be invaluable as we start plumbing the plane. We are fortunate to have him as a friend that we can call if we have questions.

We had hinges manufactured for the bombardier door and Dave Laurens is making them fit the door. It is rather complicated because one hinge is on the top side of the curve in the

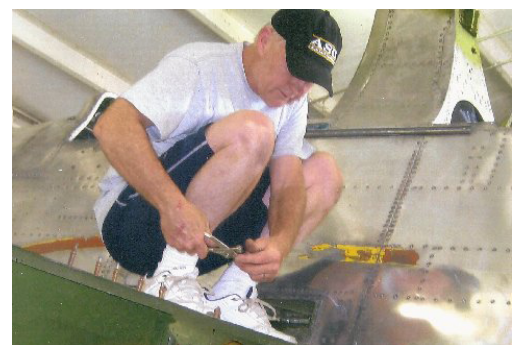
fuselage and the other is on the bottom side. This job will take some time to get it right but we are sure that Dave is up to the task.

Our fork-lift truck has been declared un-repairable and has been moved outside to provide hangar space for our projects. We need to find a replacement as it is needed to move items up and down from the loft and it is a great help when we need to move parts of the TBM from time to time. Frank Purcell, our new safety officer, has expended many hours attempting to make the old piece of equipment serviceable and if he gives up you may be assured that it cannot be fixed.

Colonel Chuck pulled "all hands" off their various jobs and did some hangar door maintenance. The doors have been increasingly difficult to open and close. They found that some wheels had been installed backwards making them inaccessible to lubricate. Some of the guide wheels needed to be replaced and now one person is able to operate the doors.

A "Day of Remembrance" celebration on June 5-6 will have our TBM project on display and we hope to have a good turnout. Our need, at this time, is to raise money to continue our work. Any funds contributed to the TBM project will be matched by our CAF Headquarters. We still need to purchase a number of parts, components and hardware to get this plane in the air. Control cables and hoses for both fuel and hydraulics along with connectors will be a large expense that needs to be addressed very soon and sponsors are needed. Finding sponsors or contributors is something we all need to do. Colonel Pat Clifford has been writing letters to various people asking for assistance and has had some measure of success.

Whats Happening Around the Hangar



Colonel Ann Conway's son Chip spent a day with us at the hangar and pitched right in working on the TBM wing. Chip is from Boone's Mill, Virginia and is an occasional visitor to the hangar and a Colonel in our Wing.

Continued on page 3



On Saturday, May 8, a number of Colonels turned out to support fellow Colonel Sean Ryan as he raced his car at the Daytona speedway. Unfortunately the car experienced mechanical difficulties and he did not win, however everyone had a good time. Better luck next time Sean.



During the April 21, General Membership Meeting Wing commander Chuck Downey presented a plaque to Cadet Jerrid Stottlemeyer in recognition of his service to the Florida Wing. On May 23, Jerrid was commissioned an Ensign in the United States Navy and immediately promoted to Colonel in the Commemorative Air Force. Probably the fastest promotion from 01 to 06 on record. Congratulations Jerrid.



Colonels Peter and Linda Jacobs have completed their move to Panama. They will truly be missed around the wing and we wish them the best of luck in their new home. They can be reached by email: pjjacobs72@yahoo.com or jacobs1221@yahoo.com. Peter's cell phone in Panama is (507)

6507-4434; Linda's is (507) 6795-5563. (Yes, that's correct. They are 8-digit numbers.) The home phone number is 507 215-0625. To call, just dial 011 + the number.



Colonel Ann Conway entertains at the April General Membership meeting with a wonderful talk about her experiences with the Polar Bears and Harp Seals

Maintenance Officer's Report

by

Colonel Steve Moddle

N2995C did not fly much in April, just the flight to "Sun & Fun" and return. On the flight over, a navigation instrument broke and unfortunately a new one requires that the wiring be changed as the new ones are much different. However we are hopeful we will find an old one available to replace it. That is a big problem maintaining with older aircraft and old equipment. I did get over to the Hartzell propeller booth while over there and talked to a representative about the lack of rpm control on our airplane, and he sent us a manual on installing and adjusting it at no expense to us. It has helped to change some things already and I anticipate more help as time goes on. At this time there are no checks due on 95C.

Wing Leader's Report

by

Colonel Chuck Downey

Hardworking Colonels have stepped up the restoration tempo in several areas of our TBM task. Improved, outside weather helped a great deal permitting extensive cleaning of the wings and soda blasting the wheel wells. An April highlight was the long delayed arrival of our like-new turret. Using his special technical skills, Col. Sean Ryan plans to make the turret electrical operational. Working many extra days, mechanical operational improvements in the hangar are being performed by Cols. Dave Laurens, Lou Figliuolo and Ted Cary.

Looking ahead, the Wing needs to consider the design mission of our Grumman TBM-3 "Avenger." In the mid-1930's, our Navy visualized carrier aircraft capable of sinking enemy ships with devastating aerial torpedo attacks. The slow Douglas TBD-1 "Devastator", which performed poorly at its first enemy encounter of the Battle of Midway, was replaced by the faster, more effective "Avenger".

During WW II, Japan's naval flagship was the IJN "Yamato" (80,000 tons, 18.1 in projectiles)—the world's largest battleship! On April 17, 1945, the "Yamato" received its "coup-de-gras" from a torpedo delivered by Lt.(jg) Grant Young, USNR, of Torpedo Squadron 10 (VT-10) flying his "Avenger" from the USS INTREPID (CV-11). The final torpedo penetrated this mighty vessel below the armor belt,



entering the magazine, blowing the ship into three large pieces. This once proud Japanese dreadnaught rests on the sea floor off Okinawa!

IJN Yamato

The Wing Executive Officer, Col. Stan Mitchell's report of Torpedo Squadron Ten's impressive wartime combat performance, appears elsewhere in this issue. Please review his comments with the thought that our TBM-3 will be completed, representing the colorful history of VT-10 and its singular epic destruction of the world's largest enemy naval vessel!

A BRIEF HISTORY OF THE U.S. NAVY'S WW II, CARRIER-BASED, TORPEDO SQUADRON TEN (VT-10)

by

Colonel Stan Mitchell

Torpedo Squadron TEN (VT-10) was commissioned in mid-April 1942 at U.S. Naval Air Station, San Diego, CA; the first squadron to be completely equipped with the, then new, Grumman, TBF-1, Avenger torpedo bomber. LCDR Jack Collett, USN, was designated as its commanding officer and LT Albert Coffin, USN, as its executive officer.



After a brief training cycle, VT-10 deployed to the Pacific war zone in USS ENTERPIRSE (CV-6). In its first combat mission, during the Battle of Santa Cruz Islands, two aircraft were lost to Japanese ZERO fighters. LCDR Collett and ENS J. M. Reed and two crewmen, AM 1/c S. Nadison and ARMS 3/c M. Harrison, were killed in action; however, a crewman from each aircraft, ARM 1/c T. C. Nelson and AMM 3/c M. M. Glasser, parachuted to the relative safety of the ocean where they survived in their lifejackets for 26 hours. "Rescued" by Japanese destroyers, those two men spent the balance of WW II in POW camps, first at Truk Island in the western Pacific and then later, until the war's end, in the Japanese home Island of Honshu.

Upon the loss of LCDR Collett, the executive officer, Albert Coffin, promoted earlier to LCDR, assumed command of the squadron and led it valiantly for the remainder of that combat cruise. The accuracy with which VT-10 aircrews assaulted their assigned targets earned them the sobriquet of "The Bloody Buzzards" refined later to "The Buzzard Brigade". Battle damages and other contingencies stemming from combat operations around the Santa Cruz

and Solomon Islands forced an alarming number of VT-10 aircrews to crash-land in the ocean, practically every crew had been forced to dunk their plane and swim for it, some of then twice. They put the best possible face on it by forming their, private WEB FOOT CUB.

Early in 1943, ENTERPRISE and her embarked air group sailed for the Seattle, WA area, the ship to receive repairs for heavy bomb damages and the aircrews to receive



much needed rest and retraining. Under its new commanding officer, LCDR W. I. Martin, USN, seconded by LT Van Eason, USN, as executive officer, VT-10 retained a cadre of seasoned aircrews and, together with

replacement aircrews and new aircraft, underwent a period of intensive training. Later in 1943, VT-10 and other Air Group TEN squadrons deployed for a second combat cruise to the western Pacific Theater, again in USS ENTERPRISE. This cruise was noteworthy in that in addition to its many other combat missions, Skipper Martin, recently promoted to CDR, refined the concept of using radar to conduct



night torpedo attacks, initiated by LCDR Collett prior to his death, developed the planning procedures, and then launched VT-10 on a pioneering, full squadron night bombing mission from an aircraft carrier. The Japanese bastion at Truk Island was selected as the target and heavy damages were inflicted on Navy and cargo ships and shore facilities during that strike.

The stand-down/retraining cycle was repeated a second time for VT-10 in the Fall and Winter of 1944, in the Naval Air Station, Quonset Point, RI area. LCDR J. C. Lawrence, USN, had been ordered to take command of the squadron and was seconded by LT L. D. Morgan, USNR, as executive officer. In February 1945, VT-10 and sister Air Group TEN squadrons deployed for their third combat cruise to the western Pacific Theater, this time in USS INTREPDI (CV-11). WW II ended while the ship and embarked Air Group TEN were deployed in the forward war zone.



Thereafter, INTREPDI's role changed and VT-10 and other embarked squadrons were assigned to fly observation and peace keeping missions in the coastal regions of China and Korea in addition to floating mine patrols throughout to the Yellow Sea.

Relieved on station in October 1945 by a replacement air group while INTREPDI was anchored in a harbor in Guam, VT-10 shortly was assigned transportation to the United

states in USS BARNES (CVE-20). Proceeding by way of Japan and Tokyo, squadron members had the opportunity to visit ashore and to utilize the passenger trains to be peaceful tourists between and around Yokosuka, Yokohama and Tokyo and environs. A fitting climax to two and a half tension filled years of training for and conducting actual combat missions from the south to the north Pacific Ocean Theaters, in two different aircraft carriers.

Arriving at Naval Air station, Alameda, CA carrier pier on 19 November 1945, VT-10 was given temporary office spaces in a local hangar and in short order was decommissioned; Skipper Lawrence and Leading Chief Childers turned out the lights and the squadron passed into history. A number of its officers and men opted to remain on active duty in the Navy and made careers of it. But the largest number of squadron members chose to return to civilian life and live happily ever after.

During its relatively brief, turbulent existence, VT-10 participated in numerous combat operations against enemy Japanese forces and installations, among them: The Santa Cruz, Rennell and Solomon Islands Battles; The Battle of Guadalcanal; day and night attacks on the Truk Island bastion; Hollandia, New Guinea; first Battle of the Philippines Sea; The Marianas and Okinawa Islands Campaigns; three major fleet engagements wherein were sunk the Japanese battleships IJNS Hibi and IJNS Yamoto and several cruiser and destroyers; and lastly numerous combat strikes against the Japanese home and outlying islands. In addition to numerous medal awards for valor awarded to squadron individuals, the squadron was recognized for its exemplary performance of duty by being awarded two Presidential Unit Citations and a Navy Unit Commendation Medal.



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A Message from Colonel Jerrid Stottlemeyer

I have set up a fundraiser with a website called GoodSearch. Every time you use GoodSearch (it's the same thing as Yahoo!), we will get paid 1 cent. They also have a deal with most internet shopping sites, including Amazon and eBay, so when you make a purchase with them, we get a certain percentage of the purchase depending on the site. The best part is that this doesn't cost you a thing; it just requires that you do your normal internet searches through GoodSearch. Here's how to set it up:

1. Go to www.goodsearch.com
2. In the blank that reads "enter your charity here..." enter "CAFFL" and press the Verify button below.
3. After the screen reloads itself, it should say "Commemorative Air Force - Florida Wing - CAFFL (DeLand, FL)" where the "enter your charity here..." box was.
4. Now, whenever you need to make a search, just go to goodsearch.com, verify that it still says "Commemorative Air Force - Florida Wing - CAFFL (DeLand, FL)" and enter your search just like you were using Yahoo!

For an added level of convenience, I have created a toolbar for the wing on GoodSearch. Follow go to this link, click "Download Toolbar", click the "Download the GoodSearch Toolbar" button at the bottom of the page and install it. <http://www.goodsearch.com/toolbar/commemorative-air-force-florida-wing-caffl>

I know a penny per search doesn't sound like much, but when you have an entire wing of people using it a few times a day, it really adds up fast.

If anyone has any problems or questions, do not hesitate to call me at anytime: (210) 508-0590

Do you want a dinner meeting in July?

Col. Jim Bannerman

In the past we have suspended summer meetings because many of our Colonels are snow birds and retreat back up north for the summer. We now have a number of members who are here all year round and it has been suggested that we should have a dinner meeting in July. If we have as few as 10 people interested in a dinner meeting I can arrange one at the Halifax River Yacht Club in Daytona Beach or at some another location of your choice. If you are interested please email me at jimmybannerman@cfl.rr.com or call me at (386) 257-3853.

Last summer we attended a Daytona Cubs baseball game. Would you like to do that again this year? If so use the same email or phone address above to let me know your desires.



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