



The Airlifter

Newsletter of the Troop Carrier/Tactical Airlift Association

Promoting and preserving troop carrier/tactical airlift heritage

June 3, 2010

Volume XI

Financial Report

As of April 30, 2010 we have \$6,980.51 in our account.

Convention 2010



The date, hotel and general agenda have been set for our 2010 convention, which will be held in Galveston, Texas at the Wyndham-Hawthorne Suites (formerly the Victorian Condo Suites and Conference Center) on the Galveston Seawall, October 21-24. The contract has been signed and we have reserved 50 rooms at a rate of \$77.00 per night for the 1-bedroom condos and \$125.00 night for the 2-bedroom condos. These are condos and all of them have a balcony with an ocean view. The hotel offers a complimentary breakfast. We suggest contacting the hotel directly at 409-740-3555 to avoid confusion. Tell them you are

with the Troop Carrier 2010 group to get the group rate.

Agenda

Thursday, October 21 – Registration, “Meet and Greet” reception that evening.

Friday, October 22 – Board Meeting, Members Meeting, Special Event for Ladies, Memorial Service at 1st Aero Squadron Site in Texas City, Banquet that evening

Saturday, October 23 – Travel to Ellington Field for Wings Over Houston Air Show. Barbecue served at the hotel that evening.

Sunday, October 24 – Depart

Wings Over Houston Air Show



The annual Wings Over Houston Air Show is one of the top air shows in the country. Held annually at Ellington Field just south of Houston, the show features some of the top air show performers, with one of the military flying teams as the main attraction. This year's military team is the United States Air Force THUNDERBIRDS. Full details may be found on the air show web site at

www.wingsoverhouston.com. We have been informed that this year's events will include an airdrop by two C-130s from the 317th Airlift Wing at Dyess as well

as a fly-by by a US Air Force C-17 Globemaster III transport in formation with a local C-47/DC-3. The air show always offer an array of static displays of military aircraft, including a WC-130 Hurricane Hunter. The TCTAA is working with the air show and Little Rock AFB to have C-130 62-1787 brought down for static display. This airplane is no doubt the most heroic airplane in the USAF inventory – on April 15, 1972 the pilot, Captain William Caldwell, and loadmaster SSgt. Charles L. Shaub earned the prestigious Air Force Cross on that airplane. It has been identified to go to the USAF Museum when it is retired from active service in Fiscal Year 2013.

Normal admission for the air show is \$15.00 in advance, \$20.00 at the gate, but sit-down reserved seating is available for \$40.00 in advance. This will be in addition to the convention registration fee. We are offering a coach transport from the hotel to and from the air show at a cost of \$10.00 per person. An optional means of attending the show is to drive to the Bay Area Park and Ride on Bay Area Boulevard and riding a Metro Bus to and from the show – the cost is \$5.00 per person.

We were recently notified that Peter Simmons, a Vice-President of marketing with Lockheed Martin, has accepted our invitation to be with us in Galveston. Those who were present at the 2005 Troop Carrier Homecoming will remember the outstanding presentation Peter gave on the then-controversial C-130J.

Cruise, Anyone?



Since this year's convention is in Galveston, we are offering the opportunity for anyone who is interested to go out on a cruise in advance of the convention. We will be going out on Saturday, October 16, leaving the Galveston cruise terminal at 4:30PM (1630) on *Carnival Ecstasy* and returning on Thursday, October 21 at approximately 8:00AM (0800.) We'll be cruising across the Gulf of Mexico to Mexico's Yucatan Peninsula, where we will arrive at Progreso on Monday

morning. The ship will spend most of the day in port, which will afford passengers the opportunity to go ashore and visit the town and/or participate in several different shore activities ranging from snorkeling to touring Mayan ruins. The ship will depart Progreso at

4:30PM and sail around the Yucatan to dock at Cozumel on Tuesday morning for another day in port. There are two docks at Cozumel, one that is right downtown and the other a mile or so away. The ship will depart Cozumel again at 4:30 PM for the trip back to Galveston, where we'll arrive first thing Thursday morning, just in time for registration for Convention.

If you've never been on a cruise, let me say that it is a great experience. Cruise ships are basically floating luxury hotels. The food on Carnival's ships is excellent. Everything is inclusive except for alcoholic beverages, soft drinks and certain ship's activities. There are restrictions as to how much alcohol can be brought in the ship. All meals are included, including the evening semi-formal dinners in the two main dining rooms. (By "semi-formal," we mean something other than beach attire!) There is a show each evening in the ship's main lounge and other shows in the smaller cocktail lounges. For those who like to try their luck, there is a casino that is in operation whenever the ship is in international waters. A well-stocked shop offers a variety of shopping selections, including jewelry, fragrances and other items.

So far, we have four couples who have booked their cruise:

Ace Bowman

Sam McGowan

Carl Wyrick

Steve Privette

Go to www.carnival.com to book yours, then after you have booked it, call 1-888-227-6482 and tell them you are with the Sam McGowan party to be identified as part of our group. This will allow Carnival to seat everyone together for dinner. At present, cruise packages start at \$399.00 per person for that particular cruise. You may also book through your travel agent, AARP, etc. Carnival does offer military/veterans discounts but they are limited to availability.

Registration Packets and Sponsorship

Final determination of the cost of events will be made by mid-June, and registration packets will be made up at that time and mailed to all members. The final cost will to some extent be determined by what kind of outside sponsorship we are able to gain. If anyone has a business or knows someone who might be willing to become a sponsor, please encourage them to do so. Remember that all contributions to our organization are fully tax deductible.

Things to Do Around the Houston/Galveston Area

Galveston Island is about 30 miles south of Houston and, as the name implies, it is an island in the Gulf of Mexico. The first "settlers" were members of the band of French pirates captained by the legendary Jean Lafitte. It is a historic city. Many of

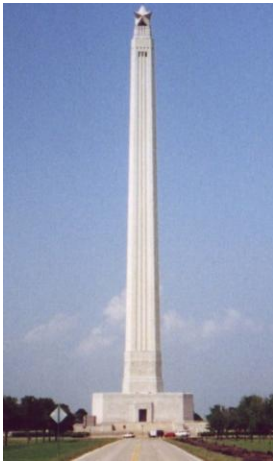


the buildings in the downtown Strand area are well over a century old, and

some are noted for their architecture, much

of which is Victorian. The Strand was once a major banking center, until the 1900 Storm struck the island and the city of Houston began developing as the major center of commerce for the area. Now the Strand is home to numerous shops, restaurants and other attractions. Galveston offers off-shore fishing and other activities typical of nautical areas.

The City of Clear Lake lies north of Houston, and is the home to the Johnson Space Center and Space Center Houston. The NASA facility is home to the nation's corps of astronauts, and their training is conducted there. Adjacent to NASA is Space Center Houston, www.spacecenter.org a large facility that was established to serve as the visitor's center for the NASA facility.



Northeast of Clear Lake on the Houston Ship's Channel is the San Jacinto Battlefield, the scene of one of the two most decisive battles in American history (the other is the Chalmette Battlefield in New Orleans.) In April 1836 the Texian Army of General Sam

Houston met the Mexican General Antonio Lopez De Santa Anna, who had made the mistake of dividing his forces and had taken a force of less than 1,000 men in a force march to catch up with Houston's army, which had been steadily moving eastward in a feint that Houston had designed to give the impression that he and his men were retreating toward Louisiana. At Lynchburg's Ferry Santa Anna's Army caught up with Houston. Believing he had Houston in a trap, Santa Anna rested in troops in preparation for battle. But they

were awakened to discover that Houston was attacking them in what turned out to be one of the most one-sided battles in history. In only 18 minutes Houston's men, including the Tejano calvary led by Juan Seguin, completely destroyed Santa Anna's forces, killing more than 700 and taking another 700 – including camp followers – captive. Santa Anna himself fled the battlefield and was captured the next day wearing a private's uniform. In return for his life, Santa Anna signed away Mexican claims to territory that extended as far north as Colorado and as far west as New Mexico. Across the road from the battlefield the battleship USS TEXAS is moored and open to the public. Down the road at the ferry landing is the Monument Inn, one of Houston's best-kept secrets, a restaurant that offers excellent cuisine, particularly seafood.

Then there is the city of Houston itself, which offers more than 14,000 restaurants, the Galleria Shopping Mall and three major sports teams – the Houston Astros, Rockets and Texans.

1st Aero Squadron



The site of the activation of the 1st Aero Squadron is historic and of special interest to those who have served or are serving in

US military aviation. The 1st Aero Squadron was the first military aviation unit in US military history. It was activated in Texas City, Texas on March 5, 1913. The squadron's members included many familiar names, some of which are now borne by US Air Force bases. A local park was established on the site by the city of Texas City, making it the ideal place to have

D-Day Ordeal



While doing some recent research I came across a document on the web site www.6juin1944.com, the mission report of a crew from the 62nd TCS of the 314th Troop Carrier Group, who were shot down on the morning of June 6, 1944 which the world knows as D-Day. The crew consisted of Capt. Charles Cartwright, pilot, Flight Officer Alma Magleby, copilot, 2nd Lt. Edward Osbourne, navigator, S/Sgt Raymond Farris, crew chief and S/Sgt Frank DeLuca, radio operator. Originally classified as "Secret," the document is the narrative of the crew's experience from the time they arrived over the drop zone until they arrived safely back in England four days later on June 10.

Capt. Cartwright were flying the #7 position in the first serial of the mission known as BIGOT-NEPTUNE # 1. As the airplane approached the drop zone at an altitude of

a memorial service for those who have "gone west." The park is located approximately ten miles from the hotel in Bay Street Park at Bay Street and 14th Avenue in Texas City. We will be having a memorial service there on Friday afternoon of our convention.

700 feet and at a speed of 105-110 knots, the crew saw the troops leave the lead airplane and immediately turned on the green light signaling their troops to jump. But the jumpmaster, a Captain Simmons, felt that the airplane was too low and instructed the crew chief (there were no loadmasters in WW II) to tell the pilot he would not jump. Because of a damaged intercom, the crew chief passed the message to the navigator. Capt. Cartwright immediately climbed to 800 feet and began a right turn to come back over the drop zone. The jumpmaster came forward to talk to the pilot, who told him "Get the hell out! Everyone but your stick has jumped!" As they were making their second pass, two rounds of explosive anti-aircraft, probably 40-MM, came through the airplane. One round almost hit the crew chief and the other went through the rear of the cargo compartment. Paratrooper 17 was hit by shrapnel, which detonated two of the hand grenades he was carrying and seriously injured him. They came on over the DZ and signaled the troops to jump, but they refused to leave the airplane.

As they were coming around for a third pass, the navigator told the jumpmaster that the airplane was going down and that they were about to make a forced landing. The troops jumped at once, all but the wounded man who remained in the airplane. Immediately after the troops

jumped, both engines quit almost simultaneously. Capt. Cartwright turned 180 degrees in an attempt to reach the sea, but when he saw it was no use, he turned 90 degrees to the right to the southwest in hopes of reaching a flooded area just south of the DZ. The airplane was too low so he set it down in an open field with both



engines burning. The belly-landing was fairly smooth and the crew and wounded paratrooper all got out, the paratrooper under his own power. Right after he got out the paratrooper collapsed and the pilot, crew chief and radio operator carried him to safety. The pilot then returned to the airplane to get a first-aid kit and supplies. He found the kit but nothing else worth salvaging. As it turned out, the wounded trooper had his own morphine and was given an injection by the copilot and navigator. The crew carried the paratrooper toward a nearby hedge. They had only traveled a short distance when the burning C-47 blew up.

The crew hid the wounded paratrooper in the hedge and went looking for help. About $\frac{3}{4}$ of a mile from the crash site they found a ditch to hide in. About an hour later they made contact with two paratroopers, one of

whom had a badly injured ankle. At dawn the uninjured paratrooper left and the six men remained hidden as the D-Day battle went on all around them. At around 1400 they started back to the crash site. The copilot and crew chief hid while the rest of the crew went on to check out the wreck, which was completely destroyed except for the tail. The navigator went inside but couldn't find anything. The pilot went looking for the wounded paratrooper but he was gone, although his Mae West and flak suit were found concealed in the hedge. The crew speculated that the man had been picked up either by French civilians or other Americans. The crew reassembled, but decided to split up and go out on scouting trips with the pilot going in one direction and the navigator in another. Although the pilot spotted a farm house and saw some French peasants, he decided against revealing himself to them. The navigator found a road but heard the sound of heavy artillery and was afraid to cross it. The pilot and navigator returned to the hideout to join the rest of the crew.

At about 2000 they heard American voices shouting in the next field. The navigator went out to make contact and came back a few minutes later to report that he had met one of the officers, who turned out to be a friend from school. The officer had made arrangements for a jeep to take them to the beach. They began running toward the friendly troops but someone started shooting at them with rifles. The shooting stopped when they shouted the password, but started again when the navigator got up. The navigator was hit in the buttocks. One of the soldiers – they were from the 4th Infantry – came toward them and yelled at the other troops to stop firing. A team of medics examined the navigator and found that his wound was in the fleshy part of his buttocks, but there was no exit wound.

Still, they did not think the wound was serious.



A major and three lieutenants apologized to the airmen for the “incautious” firing by their men and took the crew, less the navigator, to find a jeep. The navigator was taken to an aid station by stretcher. The rest of the crew got in a jeep with the major, who drove them to the beach, which was about 2 ½ miles away. At a crossroads not far from St. Mere Eglise the major told the men how to get the beach and then turned off to return to his men. It was approximately 2030 hrs on Tuesday, June 6.

When they reached the beach, the airmen had a hard time finding anyone to make contact with, but finally found a US Navy commander who turned out to be the beach master for that sector. He put them on a boat and they left the beach at about 2330. They initially were loaded onto a landing craft and had to help get it off a shoal, but

Teeny Weeny Air Transport Service

There were three primary transport aircraft used during the Vietnam War by the 834th Air Division, the Lockheed C-130 Hercules, Fairchild C-123 Provider and Dehavilland Canada C-7 Caribou. The three airplanes varied in size and capabilities and were used in the airlift system for different missions, each of which complimented the other two. While the C-130 and C-123 were

finally reached the headquarters and hospital ship USS BAYFIELD, which lay some 12 miles offshore, at about 0230. They were fed and put to bed in the sick-ba. At 0730 they got up. About half an hour later they were joined by a colonel who was accompanied by a P-47 pilot who had been rescued. They were then taken to USS ANCON, which turned out to be the headquarters ship for that section of the beach (probably UTAH since that is where the 4th ID landed.) The crew saw a lot of generals and admirals, including French General Charles De Gaulle. Later that day they transferred to another LCVP and then to LST 75, where they arrived at about 1400 on June 7. The LST had yet to unload and it wasn't until about 2100 hours on Thursday, June 8 that they finally left for the UK in a convoy of about 40-50 ships. The ship arrived off of Portland at 1400 but they did not disembark until the following morning, June 10.

After leaving the ship the crew went through two camps, the latter being Weymouth, where they arrived simultaneously with about 206 US glider pilots, who had also just been brought back from France. Capt. Cartwright telephoned their base and two officers were soon dispatched to pick them up. They finally arrived back at their base late that evening.

both Air Force transports from their beginnings, the Caribou was not. Originally designed by Dehavilland as a private venture in hopes of selling them to both the Canadian and US Air Forces, the DHC-4 caught the attention of the US Army, who saw the small (in comparison to most military transports) airplane as a means of obtaining their own fixed-wing transports. When the Air Force became a separate service in 1948, the Army lost all of its



troop carrying squadrons and was limited to light liaison aircraft and transports no larger than a C-47, of which the Army retained a few. With a max takeoff weight of less than 30,000 pounds, the Caribou was considerably smaller than a C-123. Its maximum payload was only 8,000 pounds, but that was considered adequate by the Army for a battlefield transport in 1958, when the airplane first flew.

After initially ordering five, which were designated as YAC-1s, the Army eventually bought 159 airplanes, and changed the designation to CV-2. After a decade and a half since the Air Force became the dominant service, the Army was seeking a new role for itself. In 1962 the Army convened a board at Ft. Bragg chaired by General Hamilton H. Howze, who gave the board its name – the Howze Board. The conclusion of the board was that the Army should develop a new “airmobile” concept, one in which standard infantry divisions would become more mobile by equipping with larger numbers of aircraft than the normal 100. The Howze Board recommended the creation of an “airmobile” division equipped with 459 aircraft, including helicopters and fixed-wing transports. The 11th Airborne Division was redesignated as “air assault.” In mid-1965 the designation was changed to that of the 1st Cavalry Division, a historic unit that had

fought as a mobile unit in World War II and Korea.

The Army’s plans did not set well with the Air Force, which was responsible for meeting the Army’s air transportation needs through Tactical Air Command. The Air Force was particularly upset about the Army’s purchase of the Caribous, which was seen as an infringement on USAF territory. In spite of Air Force opposition, the Army convinced Congress to authorize the purchase of Caribous to “test” the new concept. When the US decided to send fixed-wing transports to supplement the South Vietnamese Air Force, the Army attempted to overturn the decision to send C-123s and send Caribous instead. After the Army’s request was turned down, they managed to get permission for what turned out to be a “back door” approach by getting permission to send some Caribous to Korat, Thailand. Once they got them there, they lost no time in sending them on in to South Vietnam. The Caribous were popular with Army special forces because of their excellent short-field landing capabilities.



In 1965 the 1st Cavalry Division deployed to South Vietnam, where it arrived in September. The division was airlifted to its new base at An Khe by PACAF and TAC C-130s – land routes passed through a mountain pass that the French had called The Street Without Joy after Viet Minh

ambushed a crack Foreign Legion mechanized unit there and wiped them out. The US Army had no desires to expose its prized division to such a possibility. In



October the Cav' fought its first battle – and the Army realized immediately that its plans for the division to provide its own air transportation with Caribous and helicopters had been ill-founded. The Caribous' small payloads did not allow the kind of resupply necessary to keep a division in combat, and the reliance on helicopters created a need for jet fuel to be flown into forward operating locations. The Army turned to the Air Force for help, and C-123s and C-130s picked up the load. After the Battle of the I Drang Valley and Plie Mei, the Army's fondness for the Caribou suddenly became lukewarm.

In 1966 the chiefs of staff of the Army and Air Force came to an agreement – the Army would give up all of its Caribous in return for the Air Force's relinquishment of claims for future development of transport helicopters except for rescue and special operations. Under the plan, Air Force personnel would replace Army personnel in Caribou units, and as the transformation became complete, the Caribous would transfer to a newly activated 483rd Troop Carrier Wing, which would be headquartered at Cam Ranh Bay. The 483rd would control five squadrons, which would be based at very locations in South

Vietnam, but particularly Phu Cat, Cam Ranh and Vung Tau. The new wing would become part of 834th Air Division, a former TAC fighter unit that moved to Saigon to become the command and control unit for troop carrier operations in South Vietnam, along with the C-123-equipped 315th Troop Carrier Group, which became a wing. Under the agreement, although they were assigned to the Air Force, some of the Caribous, which the Air Force designated as C-7As, would function under Army control and outside of the normal airlift system. Consequently, some Caribous were assigned to remote detachments away from their parent units as locations such as An Khe. Two Caribous were assigned to Bangkok, Thailand.



Although the Air Force had not wanted the Caribous, the tiny transports quickly proved to be useful. Their payload was limited, but they had excellent short-field takeoff and landing performance. They were also highly maneuverable, and their relatively simple construction allowed them to receive quite a bit of ground fire without serious damage. The Caribous were used to resupply remote special forces camps and for operations into very short landing strips, in effect, landing zones or LZs, in remote areas away from the airfields used by larger transports.

Brigadier General Harry C. “Heinie” Aderholt



Many were saddened by the recent passing of B/Gen. Harry C. Aderholt, who is best known by his nickname “Heinie.”

Although he is best-known for his association with the Air Force air commando/special operations mission, General Aderholt had a long association with the troop carrier mission that dated back to World War II when he flew B-17s and C-47s in North Africa. Little is known about his WW II experiences and he had very little to say about them in his biography AIR COMMANDO ONE, Heine Aderholt and America’s Secret Air War, which was authored by Warren A. Trest.

During the Korean War he was assigned to the 21st Troop Carrier Squadron at Ashiya AB, Japan. A major at the time, he was placed in command of a special unit within the squadron that was responsible for special missions,



particularly loudspeaker and leaflet propaganda operations and missions involving the dropping of Korean agents into North Korea, an operation that produced little results since most, if not all, of the agents were captured.

When he left Japan, Aderholt went to Washington to a special “intelligence” unit that was actually an Air Force liaison office with the newly established Central Intelligence Agency. In June 1953 he transferred to Eighteenth Air Force Headquarters at Donaldson AFB, SC where he was assigned to the Directorate of Operations and Training as a staff officer. Eighteenth Air Force was the TAC unit responsible for all troop carrier operations. The following year he went to Weisbaden AB, Germany to United States Air Forces, Europe, where he was assigned to the Directorate of Plans as the unconventional warfare planning officer. The USAFE commander at the time was General William H. Tunner, whose main goal seemed to be to consolidate all military air transportation in MATS. Although Aderholt was highly critical of Tunner, he did not hesitate to adopt his methods in order to push his own agenda.

In 1957 General Aderholt returned to Washington, DC and the 1007th Air Intelligence Service Group with which he had served several years before. In 1959 he joined the 1040th Air Force Field Activities Squadron, a Washington-based unit that served as a parent unit for Air Force personnel working with the CIA. In January 1960 he left for Kadena AB, Okinawa where he was assigned as commander of the 1095th Operational Evaluation Training Group, an Air Force office that coordinated air transportation requirements for the CIA. His new command had been involved for the preceding year in operations using Air Force C-130s from the 21st Troop Carrier Squadron at Naha AB, Okinawa supporting a CIA-run project in the high mountain country of Tibet, which had been occupied by Communist China in the early 1950s. Gen. Aderholt discussed the operation in some detail in his biography, telling how

the Air Force supplied the airplanes which were then flown on actual operations by civilian crews employed by Civil Air Transport, a company headquartered outside Tokyo. The airplanes were flown to Kadena where they were stripped of all markings and then flown to Taklhi, Thailand with the Air Force personnel providing instruction to the CAT crews on the ferry flight.

During his time in Okinawa, Major Aderholt



also became involved in US activities in Laos, where the US had supported the Royalist government in the Laotian Civil War. He surveyed a series of landing strips all across the county and designated them as Lima Sites.

From Okinawa he went to Eglin AFB, Florida where he was initially assigned as a special advisor to the commander of the Special Air Warfare Center. During his last few months in Florida, he was vice-commander of the 1st Air Commando Wing. In 1965 he returned to the Pacific, this time to the 6200th Material Wing at Clark Field, a unit that was heavy involved in providing equipment to Southeast Asia, as the deputy commander for plans and operations. He was heavily involved in operations in South Vietnam and Thailand, and was transferred to Saigon to MACV. He set up the Joint Personnel Recovery Center under the

MACV- Studies and Observation Group, which was responsible for coordinating and effecting rescues of downed pilots and aircrew members. In December 1966 he was appointed commander of the 56th Air Commando Wing at Nakhonphanom, Thailand.

In 1968 Colonel Aderholt returned to Eglin and the Special Air Warfare Center, where he remained until 1970 when he returned to Thailand for a two-year tour with MAG-Thai. In December 1972 he retired at Eglin as a colonel but the following year he was recalled to active duty and promoted to Brigadier General, and sent back to Thailand. When US activities in Southeast Asia came to an end, Gen. Aderholt was serving as commander of JUSMAG in Bangkok.

After his final retirement he returned to Florida where he organized the Air Commando Association.

Newsletters

Note that this newsletter is being sent out to those on the Internet in the PDF format, which makes it quite a bit easier for those who do not have the latest word processing programs. The PDF files also make it easier to post copies on the web site. All of the posted issues have been converted to PDF and are available at www.troopcarrier.org/newsletters.html.

We encourage submissions of personal accounts to share with our membership.

*See you in Galveston in
October!*