

War Stories (cont.)

IMAGINE THAT*by John H. Worthington*

In a short note (to the Editor) John writes:” My great, great, g grandfather John Worthington , who arrived in this country from England in 1705, married Mary Walmsley , daughter of Thomas Walmsley, about 1720.”

Editor’s Note: *That makes us cousins many times removed, doesn’t it? I have not researched Dad’s lineage.*

WE’RE WARNING YOU TO STAY OUT OF TROUBLE*by Frederic A. Stone, Col. Ret.*

Copied without permission, but acknowledged herewith, is a Honeywell developed system, IHAS, we would loved to have 61 years ago. The description, taken from July, 2004 FLYING, vol. 131, no. 7 C2, is below a half page pictorial of miles of jagged peaks and clouds as seen from an approaching cargo plane at its ceiling.

INTEGRATED HAZARD AVOIDANCE SYSTEM

“When you’re flying you tend to have much on your mind: Weather, flight plan adherence and terrain. Honeywell makes it easier to track all these on one easy-to-see and easy-to-operate display. Our Bendix-King Integrated Hazard Avoidance System enables you to monitor all four major threats on a single multi-function display, available in three models to meet different needs and budgets, features a more intuitive interface. And it’s upgradeable, so you can add sensors whenever you want, in any order. With IHAS you get four times the peace of mind in a single system. For more info....

COME TRAVEL WITH US

Editor’s Note: *This is a condensation of a 21 page, single-spaced narrative from Sgt. E. J. McCarthy’s diary, submitted by his son.*

E. J. McCarthy was a radio operator on a C-46. You will relate to many of the equipment malfunctions. One thing the C-47 had that the C-46 didn’t was a trailing antenna with a lead weight, a “fish” at its end, too often removed in flight while being reeled in.

The crew were; Pilot Bob Sherod; Co-pilot Willie Weatherford; Navigator, Shannon; Engineer (crew chief), Orlof (Bob)Miller; Radio Operator, E. J. McCarthy. The ship is a C-46 destined for the CBI and their trip started at Hunter Field, Georgia on 23 June 1945.

The first irregularity was failure of the radio compass (RDF). The needle just revolved aimlessly. Once a misbehaving magneto brought everyone to attention but then it settled down.

E.J. was disappointed there was no mail for them at Natal. They left for Ascension Island 3 July, 1945. On this leg the left engine on another C-46 in this flight caught fire which caused a stir. The damage was repaired once on the “rock.”

E.J.’s description of the rock, “two side-by-side east/west runways between two two-thousand foot mountains. The only vegetation on the rock was a garden atop one of these.”

Although Americans operated the “base” some British permanent party maintained English ownership of the island.

Some of McCarthy’s group discovered that the wind-wave conditions were much rougher at shoreline than apparent from the runway and the climb back was more strenuous than they thought. Swimming in the surf was out of the question but several of the fellows “dangled: their feet in the mid-Atlantic.” Sgt. McCarthy agreed the sky was brilliant with stars that really twinkled but he was glad to be just passing through.

Yesterday, McCarthy wrote, “One of the ships suffered a broken oil line in each engine about a half hour after take-off. The radio operator changed frequencies to report their predicament and it took a half hour for a “follow me” B-17” to locate them and bring them back to Ascension.

Not to be out done co-pilot Sherwood upped the gear too soon on their take-off and the ship settled alarmingly before reaching the east end of the island. Pucker power to the rescue.