



THE HISTORY OF AVIATION COLLECTION

The Admiral Rosendahl Collection
The CAT/Air America Archive

Winter 2010

The James H. Doolittle Library
The George H. Williams Library

9/11 Symposium a smash before C-SPAN's national live television cameras

By Paul Oelkrug, CA
Coordinator for Special Collections

On Saturday September 11, 2010 the History of Aviation Collection presented a symposium titled *Navigating Chaos: Aviation's Response on 9/11*. The symposium exposed the problems that faced the Federal Aviation Administration (FAA) and the military as they attempted to respond to the attacks by terrorists who had hijacked four airliners that day.

The symposium, divided into two panels, was carried live on nationwide television by C-SPAN that sent its own crew from Washington D.C. It is believed that this is the first event to take place on the UTD campus since its founding in 1969 that was carried live nationally in its entirety. As of mid-December, the air traffic controllers segment had received 955 views on the C-SPAN website. The pilots segment has drawn 781 views, giving UT Dallas and the History of Aviation Collection continuing exposure. The web location is:

<http://www.c-spanvideo.org/videoLibrary/event.php?id=186448>

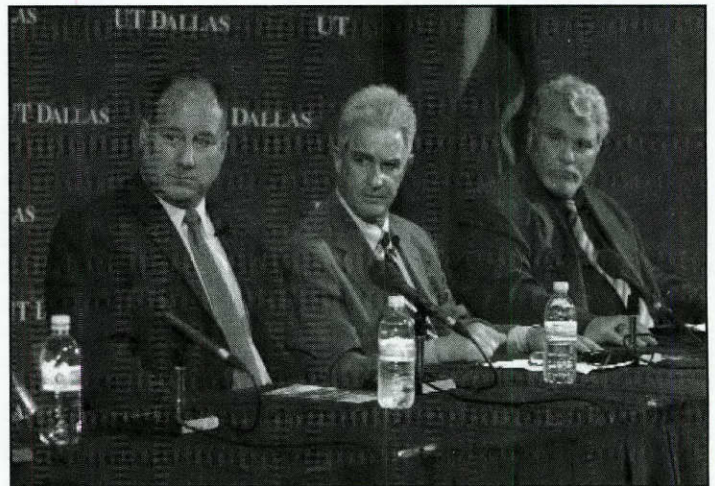
The first panel, "A View from the Ground," covered air traffic controllers' response to the hijackings. The panel consisted of three people from the FAA; Ben Sliney, national operations manager; Colin Scoggins, air traffic controller for Boston Center; and Dan Creedon, departure controller for Reagan Washington National Airport.

These three men played critical roles in the chaos of 9/11. Scoggins stayed on the phone relaying information back and forth to military and FAA even though the ATC center was evacuated because of a bomb threat. He stayed because there were no provisions for either to communicate with each other directly.

Creedon devised a combat air patrol plan with Maj. Dan Caine while Caine was flying his F-16 over DC. Sliney was responsible for all of the air space over the U.S. He realized any number of aircraft in the air could be flying bombs. He made the decision to shut down U.S. airspace and ordered flights to land at

Special Collections extends open hours

Special Collections has extended its hours effective the first week of December 2010. We now are open Monday through Friday from 9:00 a. m. to 6:00 p.m., and the second Saturday of the month from 9:00 a. m. to 1:00 p.m. Also, we will open on Saturdays by appointment for those who cannot make it the scheduled time on Saturday.



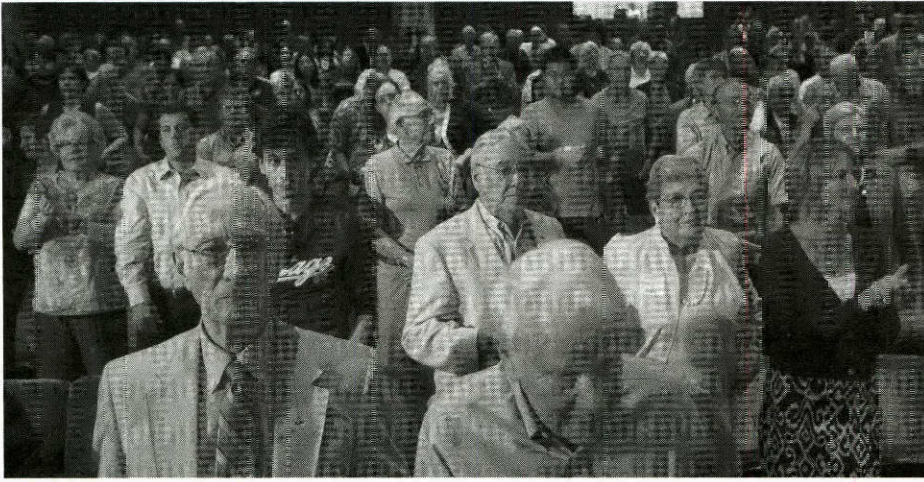
Air traffic controllers Dan Creedon, Ben Sliney and Colin Scoggins field questions from moderator Lynn Spencer at the 9/11 Symposium.

Military Channel Production uses images of the Doolittle Collection

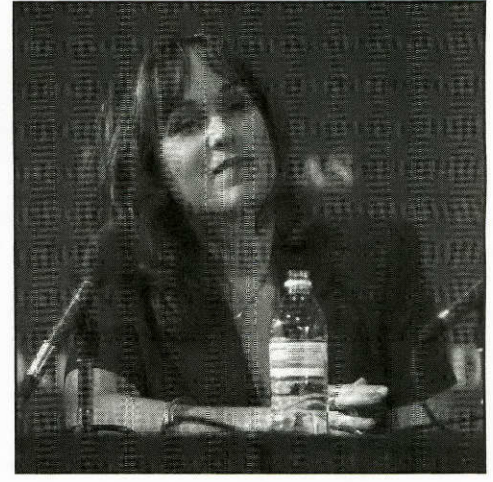
By Paul Oelkrug, CA
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The Military Channel has begun airing a new series titled "Missions That Changed the War." The first of three featured missions is The Doolittle Tokyo Raid. All of the four one-hour episodes of the Doolittle documentary have been aired. All four segments have been repeated several times at various hours of the day and night.

Sleeping Dog Productions began filming the series at the 68th reunion of the Doolittle Tokyo Raiders at the Museum of the U.S. Air Force in Dayton Ohio this past April. Interviews were conducted with the attending Raiders, but technicians ran out of time before interviewing Col. C. V. Glines, official Doolittle



The audience rises in appreciation for the panelists at the conclusion of the symposium.



Author Lynn Spencer moderates the panel.

9/11 panelists had first-hand experiences

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the nearest appropriate airport. Although he had extensive experience, 9/11 was his first day on the job as the national operations manager.

The second panel, "A View from the Cockpit," included two military and two civilian pilots. Earwood was captain of Midwest Airlines flight 7 out of Milwaukee and was beginning his approach to LaGuardia International Airport when the air traffic controller ordered him to make a series of radical maneuvers. He realized he was about to collide with another aircraft, but the maneuvers prevented the collision. He later learned he just missed colliding with the second plane to hit the World Trade Center.

Another Midwest pilot, Savall, also coming in from Milwaukee, was told that New York airspace was closed and instructed to return to Milwaukee. Capt. Savall did not have enough fuel to return so he determined where he could fly with the fuel he had on board. He flew to Pittsburg PA where he was told the tower was evacuated and he was on his own. He safely landed without instructions from the air traffic controllers.

Maj. Joe "Rosie" McGrady was on a training flight when the attacks began. He and his training flight landed at Otis AFB and immediately refueled. He and his wing man were told to take off and intercept a possible hijacked airliner inbound over the Atlantic. Once airborne, they realized they were not armed. They called in "Winchester," the code word for unarmed, but were told to intercept anyway. Fortunately the target was a military flight and they were not forced to ram it.

Maj. Dan "Razin" Caine flew out of the DC area with the Capital Guards, the Air National Guard unit responsible for defending the DC area. He worked with Creedon to set up the Combat Air Patrol plan over Washington, DC.

The panels were moderated by Lynn Spencer, author of *Touching History: The Untold Story of the Drama that Unfolded in the Skies over America on 9/11*, the definitive work on this subject.

In addition to C-Span the event was covered by The Dallas Morning News, the Fort Worth Star Telegram and Channel 8 News. The symposium was well attended with more than three hundred in the audience. At the conclusion, the panelists signed programs and copies of Spencer's book furnished by the UTD Bookstore. The lines for autographs were long but the panelists stayed until the last customer was satisfied.



Commercial pilot Gerald Earwood brings a smile to military pilot Joe McGrady.



Dan Caine, Chuck Savall, Dan Creedon, Lynn Spencer, Colin Scoggins, Joe McGrady, Gerald Earwood and Ben Sliney gather after the program.

HAC material used in Military Channel production

Continued from Page 1

Raider Historian and Curator here at the History of Aviation Collection. C. V. enticed them to come to the HAC to conduct his interview and to use the archives for more information.

In June, Jen Tennyson and videographer Scott Guyette came to the HAC to interview C. V. and to film the Doolittle display. They also filmed documents including Doolittle's log books. In the first three episodes, several scenes include shots of the Doolittle display, and highlight the entry in his logbook about his blind flying demonstration.

Surviving Doolittle Raiders down to six

With the deaths of Lt. Col. Frank A. Kappeler and Capt. Charles J. Ozuk only six of the original 80 Doolittle Tokyo Raiders who embarked on the epic mission of April 18, 1942 survive.

Though their ranks are thinning, the Raiders will hold their next reunion in April 2011 at Omaha, Neb.

Lt. Col. Frank A Kappeler (1914-2010)

Lt. Col. Frank A. Kappeler, USAF (Ret), one of Doolittle's Tokyo Raiders, died on June 23, 2010 at his home in Santa Rosa, Calif. at age 96. He was born in San Francisco, Calif. and graduated with a degree in aeronautical engineering from Polytechnic College of Engineering in Oakland in 1936. He enlisted in the Navy and later transferred to the Army Air Corps for aviation cadet training in 1939. He was commissioned as a navigator in June 1941 and later completed bombardier training.

He was the navigator on crew No. 11 during the heroic attack on Japan of April 18, 1942 and remained in the China-Burma-India theater flying B-25s until August 1942. He later served in the European theater with the 8th Air Force from November 1943 until June 1945 with a B-26 unit. Stateside assignments after the war included bases in Texas, Ohio, and California before transferring to Japan in 1951 for a combat tour in B-29s which brought his total of combat missions to 81. He was later assigned as deputy commander of the Minuteman Site Activation Force in Minot, N.D. and retired from active duty in 1966 to enter the real estate sales business in Santa Rosa, Calif.

Kappeler's decorations include the Distinguished Flying Cross, 11 Air Medals and Bronze Star. He is survived by his wife Betty Jo, daughter Francia, brother Jack and three grandchildren.

Capt. Charles J. Ozuk (1916-2010)

Captain Charles John Ozuk, navigator on Crew No. 6 during the Doolittle Raid on Japan died on October 9, 2010 in San Antonio, Tex. He was born June 13, 1916 at Vesta Heights, Pa. and graduated from

Carl Schurz High School. He enlisted in November 1939 in the Army Air Corps and attended Radio and Mechanics School before entering pilot training. Eliminated from pilot training in June 1940, he re-enlisted in November 1940 for navigation school from which he graduated and was commissioned in June 1941.

After the Raid Ozuk remained in the China-Burma-India theater until July 1942. After a brief time in the States he was promoted to captain and served in North Africa from early 1943 until April 1945, participating in 44 missions before being relieved from active duty.

In civilian life he was as an electronics technician for Motorola Corp. in Chicago for 35 years. He preferred to work at night so that he could assist in his father's machine shop in the daytime. He moved to Air Force Village II in San Antonio in the late 1980s.

Ozuk was preceded in death by his wife Georgian and is survived by a brother, six children and three grandchildren.

New Reconnaissance Techniques During the Vietnam War

**By Patrizia Nava, M.A. CA
Curator of Special Collections**

During the Vietnam War reconnaissance was paramount in a terrain not favorable to U.S. military operations. The Defense Advanced Projects Agency (DARPA), the scientific and technical section of the Department of Defense (DOD), was instructed to create a system that would allow collecting the intelligence needed to better plan missions.

The Lockheed Missiles and Space Company (LMSC) directed by DARPA manufactured in high secrecy fixed-wing aircraft that would be hard to detect visually and aurally. Different types of experimental aircraft were tested and deployed between the mid-1960s and early 1970s. The main purpose for these "Quiet Thrust (QT) Aircraft" were to fly at night.

Based on the Schweizer SGS 2-32 glider airplane, two frames were modified to be the QT-2 experimental version and further development led to the military version QT-2 Prize Crew that first went operational in Vietnam in the summer of 1967 and also participated in the Tet Of-

fensive in 1968. Further modifications and upgraded avionics and navigation systems led to the QT-2PC II.

The Q-STAR was used by LMSC for mainly testing different propeller configurations, engines and sensors. The airplane was mounted with a rotary combustion engine, the 180 HP Curtiss-Wright Wankel RC2-60, as a power plant. This was the first time that a Wankel engine was used as a primary power plant in an aircraft.

Further development led to the YO-3A for the U.S. Army. Like the QT-2 the frame was based on the Schweizer sailplane, but the wings were mounted low on the fuselage and a retractable landing gear was added. After 1972 the program ended and YO-3A was used as a test bed for further research and found applications in the civilian sector such as the Federal Bureau of Investigation and by NASA.

The *Dale Ross Stith Papers* deal with this aspect of aviation history. A native of Bartlesville, Okla. he graduated from Adamson High School in 1956. In 1984 he acquired a bachelor's degree in mathematics science from Rollins College at Winter Park, Fla.

Stith's military experience was with the Air Force Reserve Command and the Texas Air National Guard during the late 1950s, and with the U.S. Marine Corps as a Military Occupational Specialist from 1959-1964. From 1968-1970 Stith was a civilian Technical Representative for the Lockheed Missiles & Space Company at Soc Trang Army Airfield in the Republic of Vietnam with secret DOD orders for the QT-2PC, Prize Crew Operational Evaluation, and the YO-3A. His responsibilities comprised the QT-2PC's aircraft electrical and avionics systems. He also took part in the Tet Offensive.

From 1967 until 1975, Stith worked for the Lockheed Corp. as an engineer on Quiet Aircraft, avionics and mission equipment, and the Lockheed Palo Alto Research Laboratory Power Cell.

Stith was one of four founding members of the Quiet Aircraft Assn. incorporated in 2002 as a non-profit organization in Texas. He was the association's president until recently. He gives presentations and participates in outreach for various entities to educate the public about the Quiet Aircraft Program. He lives in Arlington, Texas.

The *Dale Ross Stith Papers* are available for use in the HAC.

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