



Sabretache

THE OFFICIAL JOURNAL OF
THE CALGARY MILITARY HISTORICAL SOCIETY

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August 2012

The Story of the P-82 Twin Mustang. In 1945 the well known P-51 Mustang was providing amazing escort service to the bombers in the Pacific. But it wasn't enough. A fighter escort was needed for even longer flights and pilot fatigue was a major problem. So why not join two Mustangs together? You would have a bigger plane and two pilots.



In This Issue:

- Minutes from the last meeting
- Dispatches from the front
- Notice of next meeting
-

CMHS Meeting

The next CMHS meeting will be held on

**Tuesday,
August 20th .
2013**

7:00 pm

At the
Petty Officers' Mess
HCMS Tecumseh

Due to the Marines capturing islands closer to Japan, the P-82 never saw service in WW2. However the Cold War was starting and in 1947 the Soviets showed off the Tupolev Tu-4's "Bull" bomber. These were exact duplicates of the US B-29 bomber. The Soviets had managed to get and keep a few B-29's that made emergency landings in their territory during bombing runs over Japan.

The jet planes were coming but slowly and many problems that had to be fixed before they could be put into production. Because of the extreme long range escort missions into the Soviet Union (a bombing mission to Russia would be 12 hour flight from either Europe or Alaska), the twin Mustang was chosen for interim service. The P-82 had a operational ceiling of over 20,000 feet which meant that it had the ability to stay with the bombers it was to protect.

On 27 February 1947, a P-82B named *Betty Jo* and flown by Colonel Robert E. Thacker made history when he flew nonstop from Hawaii to New York without refuelling, a distance of 5,051 mi in 14 hr 32 min at an average speed of 347.5 mph. This flight tested the P-82's range. The aircraft carried a full internal fuel tank of 576 gallons augmented by four 310 gallon tanks for a total of 1,816 gallons. This flight, to this day, remains the longest nonstop flight ever made by a propeller-driven fighter, and the fastest such a distance has ever been covered in a piston-

Continued on Page 2. Page 4- The P-82 comes to the rescue in Korea.

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The
CALGARY MILITARY HISTORICAL SOCIETY

is a non-profit registered society
which fosters the study of the
military and the police, and the heritage of
Canada, the British Empire, and the world
as well as the preservation of military
artifacts and records.

The CMHS meets once every calendar month
at:

Petty Officers' Mess
HMCS Tecumseh
1820 - 24th Street SW
Calgary AB T2T 0G6

All are welcome to attend

Notice of Next Meeting

The next CMHS meeting will be held on
Tuesday, August 20th, 2013
19:00 (7:00 pm)

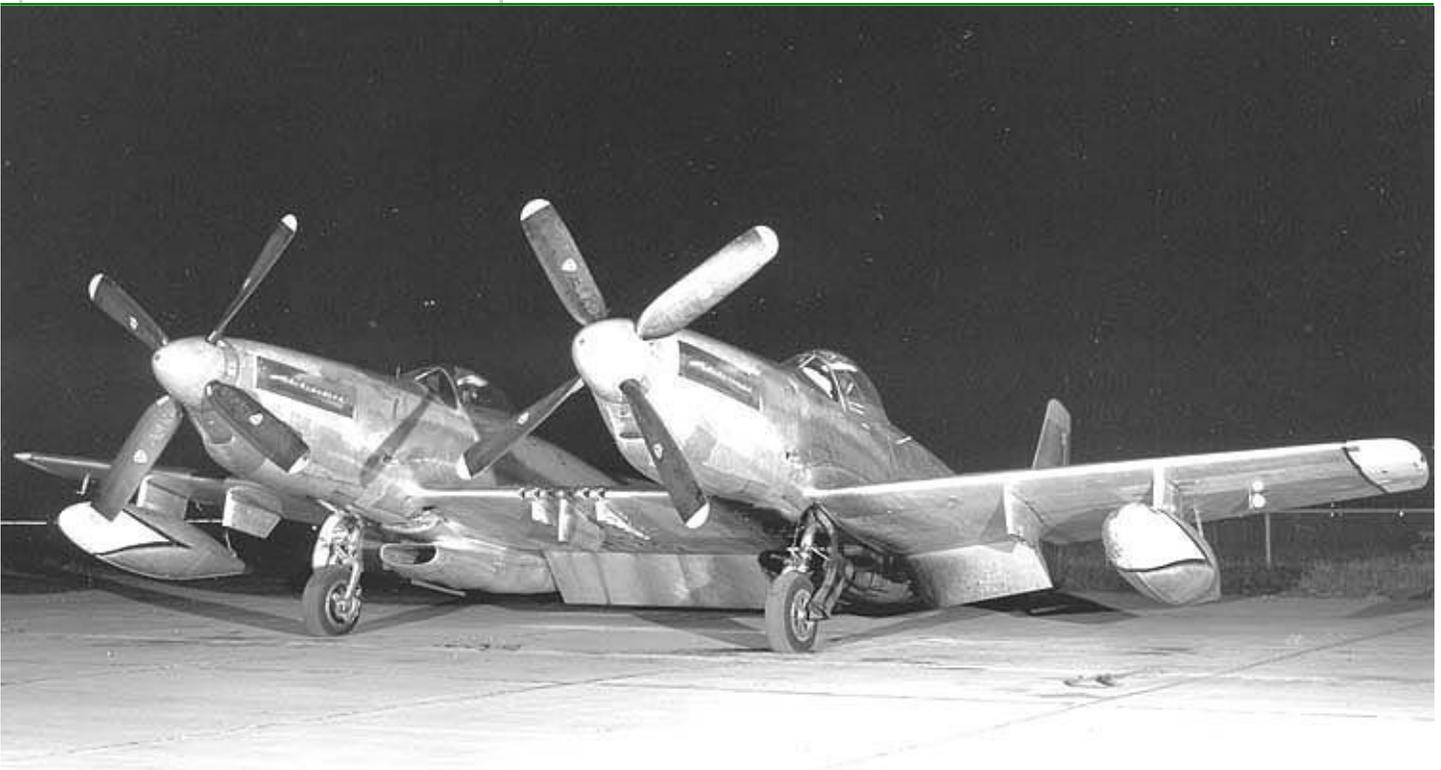
At the Petty Officers' Mess, HMCS Tecumseh.

Members are reminded that an offering of foodstuffs for the Legion Food Bank is considered your unofficial entrance fee to our regular scheduled meetings.

The unofficial agenda of this meeting will be:

- Introduction of guests, Minutes of last meeting
- Correspondence, Membership report
- Treasurer's report, Old business / New business
- Break, Show & Tell

The President, David S would like to invite everyone to remain after the meeting for an informal time of fellowship.



P-82 night fighter fitted with radar dome

engine aircraft. "Betty Jo", an early model F-82B, used two Rolls Royce Merlin engines. This aircraft is now in the Air Force Museum in Dayton, Ohio. **Design changes.** Although the idea of mating two P-51 fuselages together seemed very simple, the P-82 became an entirely different aircraft. Longer range meant carrying more fuel which lead to a bigger fuselage. A bigger fuselage meant an higher weight. Higher weight meant that the wings and landing gear had to be stronger. It also required the control surfaces to be larger. In the end the final aircraft contained only about 20% of original P-51 parts.

Minutes of the last meeting

Minutes of meeting held on July 16th, 2013

Meeting called to order by President David S. at 7:08 PM.

A total of 19 members were in attendance and no guests.

Minutes of last meeting were approved by Mike C. and Don S.

Treasures Report. Treasurer Brian H. gives report and moves for acceptance. Seconded by Bob M and approved. Unanimously.

Old Business. None

New Business

Pres. David S. - 2 web queries. One looking for service records and the second one from media . Disposal of unexploded ordnance found after floods in the Weasel Head area of Calgary. Looking for someone to interview at 7 am on radio .

Mike C.—donations to club for auction.

Break.

Ticket raffle by Ticketmiester Neil.

Many happy winners.

Show and Tell.

Mike C-Wedge Hat WW1 Bone and WW2 badge. Canadian Mounted Rifles QSA medal. Frame with multiple courses badges.

Bob McP- WW1 German Medals. 1939045 RCAF canteen token.

Dave L.-Story on HMS Victory. Book on Nelson's ships. Plans for model ship (Victory)

Dave H.—Pin -RAF War Relief Society.

Don S. Book on SAS. Roy Farhan included in book. Stories of him and his funeral.

Allan Mck- Looking for Meccano sets for family members.

Marjorie-Questions about military documents found in old house. Discussion follows and determination that they were not old and part or game. Documents are reproductions..

Barry E. -Officers Collar badges from 27th Light Horse. Badges from Corp of Military Staff Clerks.

Martin- Report on Gettysburg visit. Over 18,000 re-enactors, 258 cannons and 4000 cavalry. Stories on people who participated.

Floyd S.—Mint has issued Korean War and Special Service coins.

Al D.-Storey on George Cohen-Yankee Doodle song , WW1 Received Congressional Medal of Honour.

David G.- Copper badge from HMS Victory metal

David S. -15 Light Horse Badges, Canadian Guides Officers badge, Sinking of Lusitania medal and more.

Brain H.- Artic Star for cousin in Scotland.

Motion to adjourn meeting. Floyd S. and seconded by Neil P.



Original P-51 Mustang

Military Collectors' Club of Canada

Annual Show and Convention, to be held at the Ramada Conference Centre
11834 Kingsway Ave. Edmonton

August 17th, 9:30 AM—
5:00 PM, August 18th,
10:00 AM—4:00PM

Over 100 display tables.

Korea-In the wee hours of predawn on June 25, 1950 the North Korean Army launched an offensive into the Republic of South Korea. Sporadic incident had been going on or some month, and initially there was doubt as to whether this was a raid or full scale war. As intelligence reports began to come in , it was clear that this was no border clash.

Due to the distance from the air bases in Japan the 68th All Weather Fighter Squadron was alerted. On the morning of June 26, relays of F-82's took up station over Inchon harbour to give possible air cover for the ships and truck convoys evacuating all American nationals. Contact was made with a North Korean fighter but the American Pilots were in a quandary as to whether they were authorized to fire back. This became the first air combat mission of the Korean War.

The following day was a different story. Five Yak-11 fighters came in over Kimpo Airfield and were intercepted by five F-82's. In the scrap that followed, the Twin Mustangs scored victories. Lieutenant "Skeeter" Hudson and his RIO, Lieutenant Karl Frazer of the 68th All-Weather Fighter Squadron had the first air victory in Korea. By the end of August in 1951 there were only eight F-82's left. The Twin Mustang was being replaced by the F-94 Starfighters and regular P-51 Mustangs. Operational losses amounted to 10 F-82's. Some were involved in mid air crashes, a few downed by anti aircraft fire and 4 were simply listed as missing in action. The Twin Mustangs themselves accounted for over 20 enemy aircraft destroyed, 4 in the air and 16 on the ground.



A fond farewell from his family, sends Capt. Johnnie Gosnell of Borger, Texas, off on another mission over Korea. Waving goodbye on the field near their home are Bill, 6, Sharon, 5, and Mrs. Gosnell. Gosnell is a pilot flying with the 68th All-Weather Fighter Interceptor Squadron at an advanced U.S. Far East Air Forces base in Southern Japan. He's getting ready here to take off in his twin-engine F-82 Mustang. (circa November 1, 1950)

The regular P-51's from the USA, Austrailion Air Force and the South African Air Force now took over the support duties vacated.



The largest and best known RAAF unit was 77 Squadron. The Squadron was the sole combat element the RAAF committed to the Korean War. All other RAAF units remained based in Iwakuni in Japan, but they were frequently called upon to serve in Korea.



North American F-51D Mustang fighters of No. 2 Squadron of the South African Air Force in Korea, on 1 May 1951