



Major
Edward (Ted) William Wyatt
1958 -28 July 1969 KIA

Ted Wyatt is a cousin of John Matthew Cape, and is a son of Ruth Cape
Robert E. Cape and Ruth Cape are First Cousins, they both have Matthew and Anna Keup as
Grandparents

Military Service: 1958-28 Jul 1969

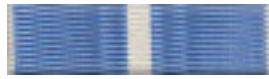
Air Medal



Purple Heart



Korean Service Medal



United Nations Service Medal



National Defense Service Medal



Korean Presidential Unit Citation



Republic of Korean War Service medal



On-Line:

<http://www.ourpast.org/genealogy2/getperson.php?personID=I895&tree=Cape>

http://en.wikipedia.org/wiki/Vietnam_War

http://en.wikipedia.org/wiki/393d_Bomb_Squadron

http://en.wikipedia.org/wiki/Operation_Arc_Light

Unit:

509th Bombardment Wing, 393rd Bomb Squadron

Vietnam Veterans Memorial: Panel 20W, Line 62 Edward William Wyatt

Edward is buried in Houston National Cemetery, Houston, Harris Co, Texas.

Died 28 Jul, 1969, after 11 years of service, during a VietNam War Operation Arc Light mission.

Edward Wyatt military service. (1958-1969 VietNam War period)

Ted Wyatt served in the United States Air Force as a B52 pilot. His aircraft (B-52D #56-0630-70BW) crashed during take-off from Andersen AFB in Guam, killing all aboard. Apparently a crack in the right aft wing spar began propagating during take-off, eventually causing the fuel in the wing to explode.

Aircraft Crew:

Capt Edward William Wyatt	pilot
Capt John Anthony Albasio	co-pilot
Capt Donald Joseph Maccio	Navigator
Capt Edward Anthony Miskowski	RN
1 Lt Gary Paul Leach	EWO
TSgt Clinton Eugene Tibbetts	Gunner

The aircraft crashed about the time of rotation for takeoff. It was airborne only briefly. The official explanation of 'wing failure' is an understatement. The right wing of the aircraft came off the fuselage--it separated from the bomber about the time it rotated and began to fly.

Following that crash there was a discreet inspection of the entire fleet of D model B-52's for structural issues involving the wing/fuselage issues arising from this crash. From that inspection, which took quite a long time, many months during the continued regular usage of the airplanes in bombing missions, several aircraft were deemed not airworthy and were grounded because of structural issues. This inspection and the subsequent groundings were never publicized to my knowledge.

Also, there were six souls on board--the standard crew manning for the aircraft. This information is submitted based upon my personal knowledge. I was on Guam at the time of the crash and we flew the next scheduled mission following the Wyatt crash. My crew served as the honor guard at the memorial service for the Wyatt crew and they were well known to us. The writer and a couple of others on the crew had the occasion to spend time with Ed Wyatt shortly before his crash.

Sincerely

in email 23rd June 2008

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(Unknown) B52D 7-28-69 Anderson, no. 56-0630 was lost on takeoff from Guam. It crashed into the sea killing all eight aboard. A B52 crewmember from the same outfit, the 393 Bomb Squadron, 509th Bombardment Wing knew the lost crewmembers. He reports, "Their airplane crashed because the right wing came off the plane at about unstick during the takeoff roll. Eye witness accounts reported that the plane continued momentarily in level flight after loss of the wing and then made a violent bank below sight of the cliff at the end of the runway and crashed into the ocean. The body of the Aircraft Commander (Ed Wyatt) was recovered. We were told it appeared as though he had attempted to eject, as his chute was either fully or partially deployed. I do not believe any other remains were found."

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The following contribution came from John Kirkpatrick: Mike, Hello I'm John R Kirkpatrick, I was on Guam TDY during 67,68,&69. I was an eyewitness to some of the B-52 crashes. My e-mail address is jkirk0247@yahoo.com if you would like to contact me.

Mike, Let me introduce myself, I'm John R. Kirkpatrick. I'm a retired USAF Senior Master Sgt. E-8 . I was stationed TDY on Guam May- Jul 1967, Mar- Sep 1968, & Mar- Sep 1969. I was there during many of the B-52 crashes & mishaps.

The crash on 7-28-69 (aircraft 56-0630) I was an eyewitness on the end of runway when the crash occurred. That morning we were launching six B-52's, two cells of three. My aircraft was the first aircraft in the first cell. When yours was the first aircraft, the ramp controller would pick up your two man launch and take you to standby at the end of runway just in case an aircraft would need to be chocked and the hatch opened for a maintenance problem. As fate would have it we were there to see the whole thing happen. The aircraft would take off at one minute intervals and then between cells there would be a five minute gap. The launch went without a hitch until the fifth aircraft (56-0630) The takeoff looked normal until the aircraft was a couple hundred of feet off the ground. Then there was a flash at the number 5&6 engine pod on the right wing, It turned out it was the JP-4 in the fuel cells exploding. Just in front of the rear wing spar in that area was the number three main fuel cell, after that it was just like a chain reaction of explosions as the plane was coming apart and the fuel was igniting. All that you could see was fire and smoke and pieces of aircraft falling slowly out of the sky. In just a matter of seconds there was only light smoke remaining where the aircraft once was. The number six aircraft never did take off, it sat at the end of runway for awhile and then taxied back to the parking spot that it came from. The crew was really shaken. We went into the aircraft and pinned the ejection seats and got it set up to have the tow crew push it back into it's revetment. The next morning I was flying on a combat mission, I was riding in the IP seat behind the center console just aft of the pilot and co-pilot. When we took off and were just out over the ocean we could see Navy ships all over the place picking up pieces of debris . They filled up two revetments with all the pieces. On the B-52 there were many cables running through the fuselage for the flight controls. They had picked up pieces of the fuselage and you could see where the cables had stretched and then snapped and wrapped themselves around it. Its amazing how some things get etched in your mind and you never forget them. When the accident investigation was over we heard that the right aft wing spar had a minute crack in it that went undetected, when the aircraft took off and the wing flexed upward, the crack opened up and started the chain reaction of events.

393rd Bomb Squadron



No other unit in the US Air Force has a more special and unique history than the 509th Operations Group. Its existence stretches back to the hectic days of World War II and its involvement in a very special mission. The formation of the 393rd BS began when the Army Air Forces constituted the squadron as the 393rd Bombardment Squadron on Feb. 28, 1944. The AAF then activated the 393rd BMS on March 11, 1944, and assigned it to the 504th Bombardment Group at Dalhart Army Air Field, Texas. Lt. Col. Thomas J. Classen became the first commander. Originally, the AAF equipped the 393rd BMS with B-17s. However, fate intervened as Col. Paul W. Tibbets Jr. selected the newly formed unit to participate in a very special mission.

Throughout the late 1930s to the mid-1940s, America prepared for and eventually fought in World War II. During these times, the country's vast industrial complex began developing many weapons. One of these technological inventions, the atomic bomb, originated in 1939. At that time, Dr. Albert Einstein persuaded President Franklin Roosevelt to fund development of the bomb. Amid extreme secrecy, scientists from around the United States worked day and night to make the concept a reality. Finally, by late 1943, the scientists were confident enough to tell the Army Air Forces (AAF) to begin preparing for the bomb's use.

At that time, the AAF decided that the B-29 Superfortress aircraft would be the delivery vehicle. It also selected one of its most able aviators, Col. Paul W. Tibbets Jr., to form and train a group devoted solely to dropping the device. In short order, the colonel selected the 393d Bombardment Squadron (BMS) as the core of the new group. Then he selected the remote Wendover Army Air Field (AAFld), Utah, as the training site. In September 1944, Colonel Tibbets moved the squadron to Wendover.

Thus, on Sept. 14, 1944, the squadron moved to Wendover Field, Utah, and began training on the massive B-29. On Oct. 8, 1944, Colonel Tibbets took formal command of the unit and began preparing it for its unique mission. On Dec. 17, 1944, the Army Air Forces created the 509th Composite Group and assigned the squadron to this new unit. Colonel Tibbets became commander of the group after turning command of the squadron back to Colonel Classen.

Meanwhile, training on the B-29s had progressed enough that the squadron began moving to its new overseas home. Accordingly, the unit moved to North Field, Tinian, the Marianas, on April 26, 1945. The squadron officially arrived at the field on May 30, 1945. Soon, it began flying a series of missions consisting of two or three B-29s. Each bomber carried one large, orange colored bomb that they dropped on targets throughout Japan. These projectiles added realism to the missions as they emulated the flight characteristics of an atomic bomb.

By early August 1945, the group and the squadron were ready to perform their special mission. On 06 August 1945 the crew of the B-29 *Enola Gay* released an atomic bomb over Hiroshima. Major Charles W. Sweeney, commander of the 393rd Bomb Squadron, accompanied the *Enola Gay* on the mission, piloting the B-29 *The Great Artiste* as an observation aircraft. On 09 August, with Sweeney at the controls, B-29 *Bockscar* [aka *Bock's Car*] took off before dawn from the island of Tinian with a second atomic bomb aboard (only two bombs were available). To eliminate the need to remove and reinstall complex equipment from *The Great Artiste*, Sweeney and Capt. Frederick C. Bock had exchanged aircraft. Thus Sweeney and his crew flew *Bockscar*, while *The Great Artiste* repeated its role as the observation aircraft, but with Bock and his crew aboard. In error, *The Great Artiste* was named in some official reports as the superfortress that dropped the atomic bomb at Nagasaki.

The squadron remained at North Field until Oct. 17, 1945, when the 509th returned to the United States. They immediately proceeded to their new home, Roswell AAFld (later renamed Walker AFB), N.M. Because of its expertise with the atomic bombs, the unit became the core organization for the Strategic Air Command (SAC) when the command was created on March 21, 1946. The squadron remained at Roswell until the Army Air Force directed the 509th to Kwajalein, the Marshall Islands, for Operation Crossroads, an atomic explosion test. Although the squadron didn't drop the bomb, it waited in reserve as a back-up to its sister squadron, the 715th BMS. After the squadron returned to Walker AFB, it continued to fly and train in B-29s.

In 1952, two major events occurred. First, the 393rd welcomed a new aircraft, the B-50. Next, the 393rd BMS was reassigned directly to the 509th Bombardment Wing. In 1955, the unit pioneered a new chapter when it began receiving SAC's first all-jet bomber, the B-47. In the late 1950s, change was in the air for the personnel of the 393rd BMS. In 1958, the squadron, along with the 509th Bombardment Wing, moved with personnel and equipment to Pease AFB, N.H. For the next seven years, the squadron flew and trained from Pease.

In 1965, SAC announced the squadron would inactivate following phase-out of the B-47s from the Air Force. However, fate intervened as SAC decided to keep both the 393rd and the 509th active. The command began sending B-52s to the 393rd to replace the aging B-47s. Thus, the squadron officially received its first B-52 on March 23, 1966.

In November 1966, several crews and aircraft from the 393rd deployed to Andersen AFB, Guam. While there, the squadron's representatives participated in Vietnam Arc Light operations. However, an urgent need for the bombers in the war prompted SAC to deploy all 393rd BMS crews and aircraft to Andersen in April 1968. During the six-month stay, the squadron's personnel participated in many bombing missions. A year later, SAC issued the call and once again, the 393rd's aircraft and personnel went to Southeast Asia.

During this tour, SAC announced the 393rd had been selected as the command's first FB-111A squadron. In preparation for arrival of the medium bomber, the squadron released its last B-52 on Nov. 19, 1969. Even so, it was over a year before the first FB-111 landed at Pease. During flight line ceremonies on Dec. 16, 1970, the 393rd received its first FB-111.

Aircraft: B-52D

The first large-scale production version of the Stratofortress was the B-52D (Model 464-201-7), of which 170 were built between June 1956 and November 1957. The B-52D was externally indistinguishable from the B-52C which preceded it. The only significant internal difference was the adoption of the MD-9 fire control system as fitted to the final B-52C. The powerplants were the J57-P-19W or -29W. In contrast to the B-52C, which was readily convertible to the reconnaissance configuration, the B-52D was built exclusively for the long-range bombing role.

The B-52D was the first Stratofortress to be built at two different locations. 69 examples were built at Boeing's Wichita, Kansas facility, with the remainder being built in the main Boeing plant in Seattle. The Wichita plant had originally been owned by the Stearman Aircraft Company but had been acquired by Boeing in 1934 and became a Boeing division in 1939. It had been used during World War 2 as an inland site for B-29 manufacture. The decision to shift B-52 production from Seattle to Wichita was a result of several factors. The commercial business at Seattle was picking up and Boeing needed more plant space to handle the orders. It so happened that there was a large, well-qualified work force already at hand in Wichita which was working on the B-47, the production of which was winding down.

The first contract for Wichita-built B-52D aircraft was AF33(600)-26235, which was concluded on November 29, 1954. Two serial number batches were assigned to these planes--55-0049/0067 and 55-0673/0680. A second contract, AF33(600)-31155, finalized on January 31, 1956, covered 42 more Wichita-built B-52Ds. Serials were 56-06567/0698.

An initial batch of 50 Seattle-built B-52Ds was ordered by contract AF33(600)-28223, which was finalized on August 31, 1954. Serials were 55-0068/0117. AF33(600)-31267 signed on October 26, 1955 covered 51 more Seattle-built B-52Ds. Serials were 65-0580/0630.

Seattle and Wichita used completely different schemes for their company serial numbers. Wichita's first B-52 bore the company number of 464001, where 464 stood for the model number and 001 meant that it was the first B-52 example coming off the production line. Seattle's B-52s c/n started with 16248 for the XB-52 and ended with 17467. The difference is greater than the total number of 277 B-52s built at Seattle due to other Boeing models such as the KC-135 being built concurrently at Seattle.

It was a Wichita-built aircraft which was the first B-52D to fly, on May 14, 1956. The first Seattle-built B-52D took off on its initial flight on September 28, 1956. The first B-52Ds reached SAC in the fall of 1956. The first few went to the 42nd Bombardment wing at Loring AFB, replacing the wing's initial B-52Cs. By the end of December 1956, several B-52Ds had been delivered to the 93rd Bombardment Wing.

There were problems with fuel leaks, with icing of the fuel system, and with malfunctions of the water injection pumps. The problem with the water injection pumps was eventually traced to the fact that the pumps would still keep operating even after the water tanks were empty. Installation of water sensors was the answer.

In 1959, SAC was faced with the growing capability of Soviet air defenses, and it was concluded that high-altitude operations with the B-52 would be increasingly hazardous in the future. The answer was to switch to low-altitude operations, where the B-52 would be much harder to detect and where Soviet defenses were known to be far less reliable. Although the B-52 was originally

designed for high-altitude operations, all B-52s except for the early B-52Bs would now have to be capable of penetrating enemy defenses at altitudes as low as 500 feet. These low altitude B-52Ds were to be fitted with the ability to carry Hound Dog cruise missiles and Quail decoys, originally to have been carried only by the B-52G and H.

At first sight, the low-level modifications to the B-52D appeared to be fairly straightforward, including the improvement of the aircraft's bombing/navigation system, modification of the Doppler radar, and the addition of a terrain clearance radar. Low-altitude altimeters had to be acquired. The project rapidly became more complicated, since different B-52 models had to be accommodated. Airframes had to be strengthened, and the low-level structural modifications required for each B-52C and D were almost twice as costly as those that were required for any other B-52. The development of special terrain clearance radars proved more difficult than expected.

An AN/ALQ-27 electronic countermeasures system was to be fitted, which would, it was hoped, allow the B-52 to counter Soviet missiles and airborne fire control systems as well as early warning and ground control interception radars. However, the AN/ALQ-27 system was cancelled as being too complex and costly. In its place was a Quick Reaction Capability (QRC) package that was installed in new-build B-52Hs and retrofitted to earlier versions. The program was known as *Big Four* or "Mod 1000", and was carried out between November 1959 and September 1963.

The ECM improvements were to take place in several phases. Phase I was an emergency modification that provided the necessary minimum ECM equipment to counter the Soviet radar and surface-to-air missile threat. Phase II was essentially an ECM retrofit that was included in the *Big Four* package. The best available ECM equipment, comparing favorably to the cancelled AN/ALQ-27 system, was installed in Phase III.

As part of the switch from high-level to low-level missions, a lot of structural fixes had to be carried out in order to prevent fatigue cracks from resulting in catastrophic failures. The first phase took place as each aircraft reached its 2000 flying hour mark and involved strengthening of the fuselage bulkhead and aileron bay plus reinforcement of boost pump panels and wing foot splice plates. Phase II was invoked when the aircraft reached its 2500 hour mark and involved repairs and reinforcements to upper wing splices inboard of the inner engine pods, lower wing panels supporting inner and outer engine pods, upper wing surface fuel probe access doors and the lower portion of the fuselage bulkhead. Phase III was an IRAN (Inspect and Repair As Necessary) project that dealt with wing cracks.

Less than 6 months after the B-52F became involved in combat in Vietnam, the Air Force decided to convert most of its B-52Ds to conventional warfare capability for service in Southeast Asia. Foremost among the changes needed was to give the B-52D the ability to carry a significantly larger load of conventional bombs. This led to the *Big Belly* project which was begun in December of 1965. The project increased the internal bomb capacity from just 27 weapons to a maximum of 84 500-lb Mk 82 or 42 750 lb M117 conventional bombs. This was done by careful rearrangement of internal equipment, and did not change the outside of the aircraft. In addition, a further 24 bombs of either type could be carried on modified underwing bomb racks (originally designed for the carrying of Hound Dog cruise missiles and fitted with I-beam rack adapters and a pair of multiple ejection racks), bringing the maximum payload to 60,000 pounds of bombs, about 22,000 pounds more than the capacity of the B-52F.

During 1967-1969, the B-52Ds assigned to conventional warfare missions in Southeast Asia were given a set of electronic warfare updates. This was done under a program known as *Rivet Rambler* or Phase V ECM fit. This involved the fitting of one AN/ALR-18 automated set-on receiving set, one AN/ALR-20 panoramic receiver set, one AN/APR-25 radar homing and warning system, four AN/ALT-6B or AN/ALT-22 continuous wave jamming transmitters, two AN/ALT-16 barrage-jamming systems, two AN/ALT-32H and one AN/ALT-32L high- and low-band jamming sets, six AN/ALE-20 flare dispensers (96 flares) and eight AN/ALE-24 chaff dispensers (1125 bundles).

Camouflage paint in tan and two shades of green, still with white undersides, was applied to B-52s in 1965, at the same time when other USAF aircraft were adopting camouflage. B-52Ds assigned to combat duty in Vietnam were painted in a modified camouflage scheme, with the undersides, lower fuselage, and both sides of the vertical fin being painted in a glossy black. The USAF serial number was painted in red on the fin.

Serials of B-52D:

56-0611/0630

**Boeing B-52D-80-B0 Stratofortress
c/n 17294/17313**