



*Semper volanis!
Semper vigilans!*

The Coastwatcher

Newsletter of the Thames River Composite Squadron
GON
Connecticut Wing
Civil Air Patrol

website: <http://cap-ct075.com/default.aspx>

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Schedule of Coming Events

October

29 MON USCGA Lecture
30 TUE Regular Meeting (Parent's Night)

November

03 SAT USAF Evaluation
06 TUE Squadron Meeting
07 WED Wing Commander's Call/CAC
10 SAT Flight Safety Down Day
13 TUE Squadron Meeting/Commander's Call
17 SAT Wing 'O Flight
20 TUE Squadron Meeting
27 TUE Squadron Meeting
29 THU USCGA Lecture

ORIENTATION FLIGHT CANCELLATION

The Squadron 'O Flight scheduled for Saturday the 10th of November has been canceled. A Wing Safety Down Day will be held at Brainard Field for all air crews

CTWG USAF EVALUATION

The USAF will hold a wide ranging evaluation of CTWG capabilities from 29 OCT to 04 NOV out of Brainard Airport. The event is designed to train and evaluate the complete functional capability of a CAP Mission Base. The goal is to involve a significant number of qualified wing members, ground vehicles, and aircraft. Participants will include Mission Pilots, Observers, Scanners, Ground Teams, and trainees for all of these functions.

Thames River Composite Squadron Cadets who wish to participate should plan on meeting Capt Bourque at our trailer on Saturday morning, 03 November, at 0645. Plan on returning home in the late afternoon. All Cadets are requested to contact Capt Bourque at roybourque@npu.mail and state if you will or will not participate.

Officers who wish to participate should plan on signing in at Brainard Field at 0800.

Uniforms are mandatory. Documentation should include CAP ID, Form 101 or 101T and Form 60.

PARENT'S NIGHT

A Parent's Night will be held on Tuesday, the 30th of October. Cadets should report at the usual time for inspection. Uniform for the night is Blues. The program will commence at 1900 and end by 2030. There will be a speaker, recognition of those who have been recently promoted, discussion of our activities, and a question and answer session for parents. Any parent who wishes to assist by supplying refreshments is asked to contact 2Lt Robin Wojtcuk at heartandsoul@snet.net.

ANG A-10 TOUR

A Squadron visit to the 103rd Fighter Wing, CT Air National Guard at Bradley Airport is scheduled for Saturday, 01 December. The Wing flies the Republic A-10 Thunderbolt II and the Bombardier/Gates C-21 Learjet. Details will be forthcoming in future postings.

CITRUS FRUIT SALE FUNDRAISER

Results are starting to come in from the fundraiser. The following is a tally of the sales leaders. Capt Rocketto (12), Col Kinch (7), Cadet East (4), Cadet Barberon (3). No other members have reported in.

This is our best chance to raise a lot of money in a short time with as little work as possible. The product is excellent and your customers will be happy that they have been offered the chance to purchase the citrus fruit.

IT IS IMPERATIVE THAT ALL SQUADRON MEMBERS COOPERATE AND DO THEIR UTMOST TO PROMOTE THIS FUNDRAISING CAMPAIGN. Capt Rocketto has ordered more materials and they will be available shortly. Please contribute to this effort.

USCGA LECTURES

Black Holes and the Big Bang

Two topics of special interest to Cadets are scheduled for the U.S. Coast Guard Academy Saul Krasner Memorial Lecture series.

On Monday, 29 October, Dr. Christine Jones of the Harvard-Smithsonian Center for Astrophysics will deliver a talk on black holes in galaxy clusters based upon information gleaned from Chandra satellite observations.

On Thursday, 29 November, Dr. June Matthews, Massachusetts Institute of Technology, will discuss the topic of particle physics and the Big Bang cosmology.

Both lectures will be held in Dimick Hall at 2000 and will be preceded, if there is any interest, by a pizza dinner hosted by Capt Rocketto.

CADET MEETING MINUTES

23 OCTOBER, 2007

1. The meeting was called to order and the Pledge of Allegiance and the Cadet Oath were recited.
2. C/MSgt Molinari held an inspection.
3. 2Lt Wojtcuk conducted testing.
4. Capt Bourque presented a lecture on the problems faced by a ground team in searching for lost persons.
5. Capt Rocketto presented an aerospace demonstration of the scale of the solar system. Scale models of the planets were shown and the models were arranged over a distance of 100 yards to illustrate a scaled of planetary spacing.
6. Cadet East was presented with a prize for his high score in our last aerospace contest. Cadet Scannell was commended for his participation.
7. C/Basic Patrick Dougherty and C/Basic Kevin Roe were promoted to C/Amn and presented with Curry Award ribbons.
8. C/A1C Alexis Wojtcuk was promoted to C/SrA and presented the Feik ribbon.
9. The Squadron welcomed Basic Cadets Jorge Barberon and James Wallace.
10. Cadets were reminded about the SAREX on 03 November, and the Fund Raiser. Articles appear in this issue and Cadets are urged to read them and respond appropriately.
11. Cadets were reminded to start assembling their 24 hr field packs.



*Cadets Dougherty, Roe and
Wojtcuk Promoted*

MINI-QUIZ ANSWERS

Here are the answers to last week's quiz based upon material which appeared in that edition.

1. The hyphenated Brittain-Norman Aircraft and Saunder-Roe Aircraft Company shared an island headquarters. What is the name of the island? **The Isle of Wight**
2. What was the unusual cargo loading feature of the CL-44? **The aircraft split just forward of the empennage for ease in loading large pieces of cargo. See the photo below.**



Question of the Week: What was the unusual fate of this particular CL-44, LV-JTN?

3. What was the designation of the original Republic Thunderbolt? **P-47**
4. What does ELT stand for? **Emergency Location Transmitter**
5. President Eisenhower's M14 had serial number DDE 1, his initials. What does DDE stand for? **Dwight David Eisenhower**
6. In what Australian state is Woomera? **South Australia**
7. What was the nickname applied to the Martin M-130 flying boats, part of which became a Pan Am call sign. **China Clipper**
8. What was the nickname for the U.S.S. Langley? **The Covered Wagon-Its original name before conversion from a collier was Jupiter**

The mystery aircraft was worth two points for a total of ten points. This edition's "Question of the Week" is worth two bonus points on the quiz.

Cadet Shawn East submitted the first set of answers to me by e-mail. He received 8.5 points. Cadet Scannell submitted the second answer and received 5.5 points.

GROUND OBSERVER CORPS REDUX

July 18, 1981

The mystery aircraft in the last issue was the North American B-25 Mitchell. This World War II medium bomber was derived from a prototype attack bomber, the NA-40, a twin engine, twin tail aircraft with a shoulder mounted wing and a greenhouse canopy seating the pilots in tandem. Improvements including a widened fuselage and more power led to the B-25 which was produced in versions up to the B-25J. It was named for General William Mitchell, an early advocate of air power and the subject of a court martial for his strident criticism of defense policy and military leadership. The B-25 is the only U.S. military aircraft to carry the name of a person.

The most famous exploit of this aircraft occurred on April 18th, 1942 when 16 B-25s were launched for the U.S.S. Hornet in the first air raid on the Japanese mainland. Led by LtCol James H. Doolittle, the raid accomplished little material damage but provided a boost to morale in the United States.

The B-25 also carried the largest gun of any U.S. aircraft in WWII. This feature was fostered by the ingenious work of an Army Air Corps Colonel named Paul "Pappy" Gunn who initially installed a 20 mm cannon and fuselage mounted .50 caliber packets on some B-25s he had acquired for Fifth Air Force missions in the Southwest Pacific. He also pioneered the installation of heavy forward firing armament on Douglas A-20 Havocs. Ultimately, a 75 mm cannon was installed on selected B-25s, the largest gun tube mounted on U.S. aircraft in WWII. These bombers with nose and fuselage mounted machine guns were used for strafing and skip bombing and took a heavy toll of Japanese supply and combat vessels.

B-25s were also operated by the U.S. Marines as the PBJ. These aircraft were used mostly for anti-

shipping and anti-submarine work.

After the war, some were converted to fire bombers and executive transports. Frank Tallman converted several to camera planes and they have been used to film a number of Hollywood aviation epics. The spectacular Grand Canyon flight in the original Cinerama movie was filmed from a B-25 with a special Tallman designed transparent nose. For the movie "Catch-22," Tallman assembled a fleet of 18 B-25's and established a base in Guaymas, Mexico, and served as the director of operations.

The New England Air Museum maintains a B-25H, *Dog Daze*, on display along with the 75 mm cannon. A number are still flying and one is operated by the Collings Foundation out of Stow, Massachusetts.

Now test your skill and identify the new mystery airplane of the week.



Mystery Plane of the Week

SQUADRON INFRASTRUCTURE

The light bar and control panel has been installed on the van courtesy of Mr. Adam Wojtcuk and the Poquonnock Bridge Fire Department.

The electrical boxes for the new trailer have been installed courtesy of Mr. Henry Douton.

The van radio and the new antenna system for the trailer has arrived and is awaiting installation and the station radio is under repair.

THE WORLD SERIES AN OCTOBER CLASSIC

World Series fever, the "October Classic," is once again upon us. Let us revert back to the thrilling days of yesteryear and recall the first game of another World Series, played in the midst of a World War, and the singular event that occurred at Yankee Stadium on October 5th, 1943. The story, which was first published in the August/September issue of *Air&Space Magazine* appears below by permission of the author.

Outfield Fly

by Hap Rocketto

first published in *Air & Space Magazine* August/September 1993

The 1943 World Series had all the hallmarks of a classic. In a rematch of the previous year's antagonists, the St. Louis Cardinals would attempt to repeat their resounding win over the New York Yankees. The 1942 Cardinals had not been given much of a chance against the New York powerhouse, but with the batting of rookie Stan Musial and the pitching of Johnny Beazley they defeated a team that had won six league championships in seven years.

But the nation's war effort was gobbling up manpower at a prodigious rate. No one knew who might be playing ball in 1944, or if there would even be a 1944 season. It looked as if this might be the last great series for the duration of the war, which is why the first game drew over 68,000 fans to Yankee Stadium.

As the teams took batting practice and the pitchers warmed up, four Army Air Forces B-17 bombers were droning toward New York City on their way to combat bases in England. At the navigator's station of *Thru Hel'en Hihwater* [42-39785], sat my uncle, Second Lieutenant Harold Rocketto of Brooklyn. Second Lieutenant Jack Watson was the pilot; the other bombers were piloted by Second Lieutenants Robert Sheets, Elmer Young, and Joseph Wheeler.



Jack Watson Crew

(Back L-R) 2Lt Jack W. Watson (P), 2Lt John C. Doty, Jr. (CP)(POW), 2Lt Harold J. Rocketto (N)(KIA), 2Lt Vance Colvin(B)(KIA)

(Front L-R) Sgt William H. Fussner (RWG)(KIA), Sgt Fred H. Booth(BTG)(KIA), Sgt William H. Fussner (RWG)(KIA), Sgt Harry Romaniec (RO)(POW), Sgt Eugene R. Stewart (LWG)(POW), Sgt Samuel J. Rowland (E)(KIA)

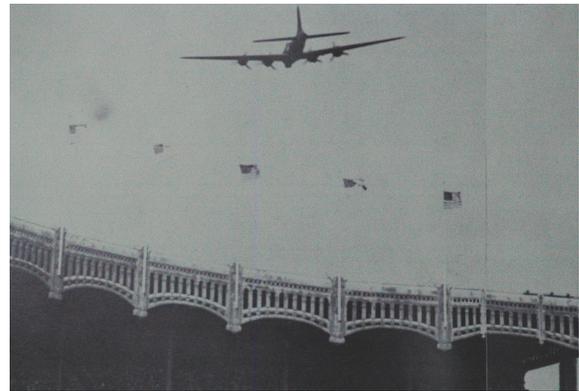
Walla Walla, WA, 1943

As Rocketto, a Brooklyn Dodgers fan, scanned the landscape trying to pick out boyhood haunts in the Bensonhurst section, the idle chatter on the intercom turned to the World Series. No one is sure what sparked the next move. Perhaps it was **Rocketto's** desire to seek revenge against the Yankees for their 1941 victory over the Dodgers. Then again, perhaps it was just the high spirits of young men facing a dangerous future. Whatever the reason, the fans at Yankee Stadium were about to be treated to an impromptu demonstration of the nation's bomber force.

As the aircraft crossed the Hudson River, the pilots headed for the Bronx and put the formation into a shallow dive. Picking up speed, the bombers thundered over Yankee Stadium in a low pass from home plate to center field. After they climbed out the B-17s wheeled about and circled the field while Watson returned for an encore. He cleared the upper-deck flagpoles by a mere 25 feet, prompting the Associated Press to later report that "an Army bomber roared over Yankee Stadium so low that Slats Martin could have fielded it." Watson then rejoined the formation and headed east.

"We knew we were heading for a combat zone

and dropping in on the World Series seemed like a good idea at the time," Wheeler told a reporter months later. "The announcers must have thought it was part of the show because after we went over the first time we could hear them on the plane radio talking about the big Air Force review. We figured they were enjoying it so we turned around and came over a second time. We thought nothing about it until later when we found we had caused a sensation."



B-17 Departs Yankee Stadium Over Outfield Facade

New York mayor Fiorello LaGuardia, a World War I Army pilot, was watching as the bombers swooped overhead. La Guardia initially appreciated the panache of the young men, but admiration quickly gave way to his greater duty as mayor. Outraged, he burned up the phone lines to the Army Air Forces brass. "That pilot should be properly disciplined, endangering the lives of the citizenry of New York in that manner," he fumed.

When they landed at Presque Isle Airfield in Maine, Watson and the three other pilots were confined to quarters while court martial proceedings were undertaken. They were released a few days later when the Army realized it was foolish to keep four badly needed aircraft and crews out of combat because of a youthful indiscretion. "Besides," a general told Watson, "you and your crew will probably be killed anyway."

Five days after the buzzing brouhaha the four aircraft continued their journey to England, each pilot's military record heavier by a letter of reprimand and his wallet lighter by a \$75 fine - no

small sum to a second lieutenant back then.

Because of wartime news restrictions so tight that sports announcers were forbidden to comment on the weather lest the enemy pick up valuable intelligence, the buzzing incident went almost entirely unreported. The names of the crews were unknown to all but the authorities until three months later.

January 11, 1944, was one of the costliest days of air combat in history. Some 60 U.S. bombers were destroyed and more than 600 airmen were killed, wounded, or reported missing. On that terrible day, Watson, flying with the 303rd Bomb Group, single-handedly returned his badly shot-up and burning bomber to England. In a radio interview he brought up the stadium incident by voicing hope that the mayor of New York was not still sore at him. After hearing the interview, LaGuardia sent Watson a message: "All is forgiven. Congratulations. I hope you never run out of altitude. Happy landings. We'll be seeing you soon."

"Thank you, Mr. Mayor, and it can't be too soon for me." Watson replied, then added, "We'd sort of like to go back together some day and drop in on the Rose Bowl game."

QUOTE OF THE WEEK

November was a grim month. There were none of the losses on the scale of what we had suffered in October but there were losses nevertheless. There were many other ways to die than being shot down or blown up by flak or fighters. Some were strange indeed. Planes collided with each other because of the bad weather and lack of visibility. Once, an aircraft came back from a mission with an entire oxygen system out. Two gunners were dead and a third nearly dead because of cold and the lack of oxygen. The third gunner wasn't wounded but he was near death because his oxygen mask had frozen. His eyes were sealed by ice.

*The Cold Blue Sky
A B-17 Gunner in World War Two
by
Jack Novey*

SENIOR PROMOTIONS AND ARRIVALS

Senior Members Robin Wojtcuk, Christopher Manners, and Justin Allison have been promoted to 2Lt.



The Newly Minted 2Lt Wojtcuk

Former cadet Madore has returned from Florida with a Commercial Pilot's License. He joins two former members who recently rejoined, former CTWG Commander Fred Herbert and former Regional Check Pilot LtCol William Dolan.

QUIZ OF THE WEEK

*The Challenge is Issued
Which Cadet Will Triumph?*

1. Identify the mystery aircraft.
2. What was the nickname of Mayor LaGuardia?
3. Convert the caliber of the 75 mm cannon mounted in a B-25 to inches.
4. Who wrote *Catch-22*?
5. What was "Catch-22"?
6. What was the nickname of the 303rd Bomb Group?
7. What kind of aircraft was Lt Eugene Bradley flying when he was killed?
8. For whom is the Chandra satellite named?
9. What was the name of the other aircraft carrier which escorted the U.S.S. Hornet on the Doolittle Mission?
10. When asked details about the launching point of the Doolittle Mission, President Roosevelt made what claim.
11. See the "Question of the Week."

