



Missions for America

Semper vigilans!
Semper volans!

Major Scott Farley reviewed ditching procedures. He covered preparation, flying and “landing” techniques, and use of personal flotation devices and the life raft.

Post ditching actions, aircraft abandonment, life raft boarding, and the dangers of and avoidance of hypothermia concluded the presentation.

The Coastwatcher

Publication of the Thames River Composite Squadron
Connecticut Wing
Civil Air Patrol

300 Tower Rd., Groton, CT
<http://ct075.org>.

Lt Col Stephen Rocketto, Editor
srocketto@aquilasys.com

Lt Col John deAndrade, Publisher
C/MSgt Benjamin Ramsey, Cadet Reporter
C/2d Lt Daniel Hollingsworth, Stringer

Lt David Meers & Maj Roy Bourque, Papparazis
Hap Rocketto, 2nd Lt, AUS, (ret'd.) Feature Editor

Issue 10.14

26 April, 2016

Cadet Meeting
26 April, 2016

Some physical training was conducted indoors.

Cadets worked on their rockets for the Rocketry
Badge and the Commander's Cup.

Senior Meeting
26 April, 2016

Capt Edward Miller briefed the Squadron on the procedures for the Long Island Sound Patrol. (LISP) Miller detailed the routes of the LISP, schedules, communication procedures, crew requirements, and required paperwork

CANADIAN CADET EXCHANGE PROGRAM

CTWG cadets and senior members are invited to travel to Canada and meet with the Royal Canadian Air Cadet's 62nd Phantom Squadron in Grimsby, Ontario. Minimum requirements is a grade of Cadet Master Sergeant and the completion of an encampment.

The party will depart at 0900 Friday, 03 June and return on Sunday, 05 June. Estimated cost is \$70.

Senior members and cadets 19 and older must have a passport, passport card, enhanced driver's license, or NEXUS. Cadets 18 and younger must have a certified copy of their birth certificate.

For further information, contact Capt April Krason at: akrason@hc.cap.gov.

AIRCREW SURVIVAL SCHOOL

Hawk Mountain is offering an Aircrew Survival Course from 10 July to 12 July. The course will be conducted at the Hawk Mountain Ranger School in Kempton, Pennsylvania. More information may be found at

<http://www.capranger.org/Aircrew%20survival.html>

April 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
Encampment Staff deadline April 1st					1	2
3	4	5	6	7 NER AEO	8 NER AEO	9 NER AEO
10	11	12 CC CALL	13	14	15	16 OFlight Rifle(NotCAP)
17 Week of Spring Break	18	19 No Meeting	20	21	22	23 Pilot Mtg SLS
24 SLS	25	26	27	28 Airport Emer Plan 0930	29	30 Comm CW16 SQ SAREX

May 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
1 Comm CW16	2	3	4	5	6	7 STEM: Flt Sim
8 MOM	9	10 CC CALL	11	12	13	14 Glider CTWG TRAEX
15 Glider	16	17	18	19	20	21 OFlight Rocket Contest
22	23	24 Spring Clean	25	26	27	28
29	30	31 FUN	Rocket Contest 21 May			

June 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11 Wing Conference
12	13	14 CC CALL	15	16	17	18 OFlight
19	20	21	22	23	24	25 OFlight
26	27	28	29	31		

July 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	July 4th	5 NO Mtg	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23 OFlight
24	25	26	27	28	29	30/31

Volunteer Service

Date	Senior	Cadets
2		STEM: Helicopter
5	Planning: Staff Mtg	Leadership, testing, rocketry (civies)
12	Commander's Call / Prom / ES: AP	Drill, CD, AE, Promotions (Blues)
28	Airport Emergency Plan 1000 Rocketto/ Francisco	
16		Oflights Rifle (not a CAP event)
19	ES: AP 6-8	No meeting
23		Pilot Meeting (MMK:1-4)/SLS Harford
26	ES- LISP Plan, Ditching	Fitness, Safety, Rocketry, ES (BDU)
30		STEM: moved to May 14
30		SQ SAREX / Communication Exercise CW 16

Respect

Date	Senior	Cadets
3	Planning / Staff	Leadership, Testing, Admin (civies)
10	Commanders Call	Drill, Insp, Sfty, CD, Lead, Promo (Blues)
17	CAP History; PAO Brief	Drill, Insp, AE, ES, DDR, Guest Speaker (BDU)
21		Commanders Cup Rocketry Contest, Durham, 0900 (BDU)
24	Spring Clean (Crandall)	Fitness, Safety, flight time (BDU) Clean
31	Lobster Fest - Neilson	Fun night
28		CTWG Rifle Program to qualify for marksmanship ribbon
14/15		Glider Weekend- LT Drost, Cadet Drost
7		STEM Flight Simulator

Excellence

Date	Senior	Cadets
7	Staff Meeting	Cadet Staff, Leadership, testing, admin (BDU)
11		CT Wing Conference - Flyin, All invited, Hartford, 0900 (Any)
14	Commanders Call	Drill, CD, Safety, AE, promotions (Blues)
18		Oflights
21	ES	Fitness, Emergency Service (PT)
25		Oflights
28		DDR, team building, senior spker, flight BDU

Integrity

Date	Senior	Cadets
5	Conference Call- Staff 1900	Conference Call, as arranged
12	Commanders Call	Drill, Safety, CD, Leadership, Promo (Blue)
19		Fitness, Ground Team (PT)
23	OFlight	OFlight
26		Drill, Rocket (BDU)

Encampment 5-11 Aug, Aviation Day 8/19, SUI 9/16

This schedule is not a replacement for good communications.

ENCAMPMENT ANNOUNCEMENT

The 2016 CTWG Encampment will be held at Camp Niantic, Niantic, CT from Friday 5 August through Thursday 11 August 2016.

Cadet staff applications must be submitted immediately. All applications and payment must be sent to Wing Headquarters. Visit the encampment url at: <http://ctwg.cap.gov/ctwg-encampment.html>

Cadets who are Master Sergeant or higher by July, can also register for the Northeast Region Cadet Leadership School taking place from Wednesday evening 13 July through Sunday 17 July 2016 at the Connecticut Fire Academy which is located in Suffield, CT. The RCLS is a requirement for Eaker and Spaatz achievements. For further information go to:

<http://www.ner.cap.gov/index.php/home/rcls>

Funds are available for financial assistance. Further details may be located at the following NHQ url:

http://capnhq.custhelp.com/app/answers/detail/a_id/2676/kw/CEAP/session/L3RpbWUvMTQ1OTM5MDE2OC9zaWQvQnc4VDdQTW0%3D

CTWG STAFF MEEING

20 April 2016

Here are the highlights of the Wing Staff Meeting, Lt Col James Ridley presiding.

The Wing schedule was discussed. Some of it may be found on the first page of this issue. Go to <http://www.ctwg.cap.gov/wing-calendar.html> for a complete and authoritative edition.

Lt. Col Ridley has sent out sample reports from other states and encourages department leaders to strive of “commendable ratings.” Only Transportation, Communications, the Inspector General, Administration and Personnel, and Command Staff are required to be on-site. All other staff will be interviewed by telephone.

Lt Col Heather Murphy, Professional

Development, announced that the upcoming CLC school may be rescheduled for the fall.

Lt Col Adma Ross, stated that there will be two seminars at the Wing Fly-in for Character Development Instructors (CDI).

Capt James Steers, Assistant Director of Communications needs volunteers for radio operators and trainers to participate in Operation Constant Watch, a 48 hour exercise, 29-30 April.

The Director of Finance, Capt Joseph Bisnov noted that the budgets for the Wing Fly-in and Encampment have been set.

Lt Col Robert Hoar, Cadet Programs, said that there are openings for attendees who wish to participate in the Wing trip to Canada on 3-5 June.

Emergency Services Officer, Lt Col Michael Heath reported that two Urban Direction Finding (UDF) missions were completed in the last week. Squadron level training for UDF is needed to provide a reserve of trained team members.

Logistics, under Lt Col Nicholas Brignola, is working on a list of items for disposal. Some vehicle logs are outstanding and the pertinent squadron commanders will be notified.

The Wing Historian, Lt Col Carl Stidsen announced that two more WWII Gold Medal winners have been located and will be honored at the Fly-in.

Lt Col Jeffrey Travers, Plans and Programs spoke about the upgrade of the headquarters: carpentry and painting.

The Director of Recruiting and Retention, Lt Col Arthur Dammers joined the meeting from below the Mason-Dixon Line by telephone. Plans are underway for a recruiting and retention seminar at the Fly-in.

Capt Carol Whelan, Administration and Personnel, advised that the updated regulations should be read since many changes have been made.

THE PAINTINGS OF 44L

Two wing members with an interest in history considered the new paint job done on 9344L, a Connecticut Wing asset and the first civilian aircraft to photograph the ruins of the World Trade Center.

During its historic mission, the livery of 44L was a Cessna factory white, brown, and red. After the 9/11 attack, artist Diane E. Krause painted a picture of 44L circling the disaster site but inexplicably, the aircraft bore the standard CAP red, white, and blue paint and markings.



The Plane



The Painting

The problem of identity can first be found in the philosophical examination of the “Ship of Theseus. The ship was used at times and laid up at times. Over the centuries, parts need to be replaced: rotted planks, worn cordage, and weather-beaten sails. At some point, every part of the original ship had be replaced. Is it the same ship?

Aviation museums often display the actual aircraft: prototypes and aircraft which made notable flights. The first version of the Boeing 707/C-135, the Dash 80 is at Udvar-Hazy. The

prototype of the DeHavilland Mosquito is on display at Salisbury Hall in England and the first plane to land at the South Pole, a Douglas R4D is on view at the Museum of the U.S. Navy, Pensacola.

A second display mode is to take an aircraft type flown by some notable aviator or one which is historically important and restore it to resemble the the aircraft of historical importance or perhaps build a replica. The New England Air Museum has a P-47 Thunderbolt which wears the colors of the 65th Fighter Squadron, once based at Bradley Field. The Experimental Aircraft Association has built two replicas of the Spirit of St. Louis, the first aircraft to be flown solo and non-stop from New York to Paris.

Is N9344L the same aircraft which flew over Ground Zero or has the livery change damaged its historicity in some fundamental way?

In order to match Krause's painting, CAP's historical revisionists ordered that the real 44L be re-painted to match the art work. A new legend enters the CAP historical record.



44L in New Guise

The picture entitled “We Were There” is available for sale. Go to: <http://dekraus.com/2011/we-were-there/> for further information.

CURRENT EVENTS

NYANG/CAP Reaper Missions

For the first time, the U.S. military is operating remote piloted vehicles in civilian airspace. The General Atomics MQ-9 Reaper is operated by New York's 174th Attack Wing, Air National Guard. They are launched from their home base at Syracuse Hancock International Airport and flown

in civilian air space to Wheeler-Sack Army Field at Fort Drum where the trainee pilots and sensor operators are based. All training, including missile firing, will be carried on within the restricted airspace at Fort Drum.



(U.S. Air Force photo/Master Sgt. Robert W. Valenca)

The operational crews are split into two sections. One team operates from a forward operating base near the combat zone and controls launch and recovery operations using direct line of sight radios. The second team might be stationed in the United States and fly the actual mission using satellite based communications.



Training Console at Fort Drum

(Photo Credit: Gary Walts, The Post-Standard)

The Civil Air Patrol will escort the Reapers from Syracuse to Fort Drum. This mission is necessary to meet the Federal Aviation Administration's "see and avoid" requirements for operating in civilian airspace. CAP escort aircraft will fly in trail with the Reapers, staying around one mile behind. Once at Fort Drum, the Reaper crews can practice reconnaissance, surveillance, and missile launchings.

The Reaper is classified as an armed, multi-mission, medium-altitude, long-endurance, remotely piloted aircraft. Powered by a Honeywell

turboprop, the Reaper has a range of 1,000 nautical miles, fly at an altitude up to 5,000 feet, and cruise at 230 mph. Its loiter time is around 12 hours.

The Predator is about as long as a Cessna 182 but has twice the wingspan and three times the maximum take-off weight. The multi-spectral targeting system onboard integrates image intensifiers, visual and infrared wavelength sensors, a laser targeting system, and synthetic aperture radar. Combinations of armament can be carried: Hellfire missiles, and laser or GPS guided gravity bombs.

CADET SECOND CLASS FLYNN, USCG **ACADEMY REPORTS**

Brendan Flynn is a former Cadet Commander at TRCS. While here, he demonstrated all of the qualities which we expect from cadets: participation, service, and demeanor. He also qualified for his Private Pilot Certificate before leaving for the Coast Guard Academy.



During his last leave, he and a group of volunteers traveled to Ecuador to assist the people in Duarle, a rice farming community, to restore their chapel.

The volunteers lived in a partially open shelter and "enjoyed" and "settled in for a fitful night of sleep as the rain washed down on the aluminum roof."

The week was spent restoring the community chapel, removing the corroded sheet metal roof, replacing the rotten wooden supports, and painting. Brendan relates that...

On the night of the first day, we returned to the compound and were surprised by a fiesta in the court in the middle of the compound. After being offered a lot of cerveza and salsa dancing, all we wanted to do was go to bed but

those Ecuadorians wanted to party....Despite their material poverty, they were so concerned about feeding us throughout the week that I had some of the best food I have ever experienced...They would invite us into their homes to share in their meals and were eager to make us feel at home in this place so far outside my comfort zone.

One thing I learned...was that poverty does not mean sadness...Although they lacked many of the material comforts which we have, they still live beautiful lives and are happy welcoming people despite the hardships the face.

It was amazing how close we all became despite my poor Spanish speaking abilities.

When Brendan has some time, we will invite him to the Squadron so that he can tell us some of his stories: flying with the Coast Guard on the west coast, sailing of the Eagle, and life at the Academy.

ANOTHER BRENDAN ON FOREIGN TRAVEL

C/Col Brendan Schultz is finishing his last year at high school at the Nova International School in Skopje, Macedonia. Schultz received a Lugar-Kennedy Youth Exchange and Study scholarship from the Bureau of Educational and Cultural Affairs, U.S. Department of State

Schultz earned the Cadre of Distinction Award at the 2015 CTWG Encampment and has received commendations for outstanding leadership performance.

When Brendan returns, he will be asked to speak about his experiences in Macedonia.



*It' a long, long way from
Cadet Basic to Cadet
Colonel.*

HISTORICAL MYSTERY

Who Killed the Red Baron?

submitted by

Hap Rocketto

Manfred Albrecht Freiherr von Richthofen, the Red Baron, is considered the ace-of-aces of the war, being officially credited with 80 air combat victories.

Ninety eight years ago this month, 21 April, 1918, Richthofen went West after receiving a fatal wound just after 11:00 am on 21 April 1918, while flying over [Morlancourt Ridge](#), near the Somme River.

At the time, the Baron had been pursuing, at very low altitude, a Sopwith Camel piloted by a novice Canadian pilot, Lieutenant Wilfrid "Wop" May. In turn, the Baron was spotted and briefly attacked by a Camel piloted by Canadian Captain Arthur "Roy" Brown, who had to dive steeply at very high speed to intervene, and then had to climb steeply to avoid hitting the ground. Richthofen turned to avoid this attack, and then resumed his pursuit of May.

It was almost certainly during this final stage in his pursuit of May that a single .303 bullet hit Richthofen. In the last seconds of his life, he managed to retain sufficient control to make a rough landing in a sector controlled by the Australian Imperial Force. Several witnesses reported various versions of Richthofen's last words, generally including the word "*kaputt*".

His Fokker Dr.I, 425/17, was not badly damaged by the landing, but it was soon taken apart by souvenir hunters. No. 3 Squadron, Australian Flying Corps, the nearest Allied air unit, assumed responsibility for the Baron's remains. Richthofen was buried in the cemetery at the village of [Bertangles](#), near Amiens, on 22 April 1918. Six of No. 3 squadron's officers served as pallbearers. His remains, after being disinterred three times, now lie in the family plot in South Cemetery, Wiesbaden.

Controversy and contradictory hypotheses continue to surround the identity of the person

who fired the shot that actually killed Richthofen. The RAF credited Brown with shooting down the Red Baron, but it is now generally agreed that the bullet that hit Richthofen was fired from the ground.

The following link is a silent cinema clip of the funeral. <https://www.youtube.com/watch?v=tJUzIKeJJdY>.

AEROSPACE HISTORY

ATTACK AIRCRAFT U.S Turbojets/A-4 to A-37

Douglas A-4 Skyhawk

The A-4 Skyhawk is a attack carrier plane, so small that the wings do not fold. Designed by Ed Heinemann, the Skyhawk was produced in large numbers and saw combat action with four air forces, the U.S.N and U.S.M.C. In Vietnam, the Israeli Air Force in the middle east, the Argentinian Air Forces and Navy in the Falkland Islands war with Great Britain and Kuwait against Iraq. In all of these theaters of operations, she acquitted herself well.



XA4D-1

During the Falklands campaign, the A-4C was used by Argentina in an anti-shiping role, sinking a destroyer and two frigates and inflicting heavy damage on other vessels in the British task force.

When France embargoed arms to Israel the United States became their major supplier of aircraft.

Employed a a ground attack weapon, over 250 Israeli Skyhawks saw service but their low speed led to heavy losses from anti-aircraft fire.



Israeli A-4H Ayit

Later models of the Skyhawk carried additional electronics in the fuselage "hump."

The U.S. Navy liked the plane because it was relatively cheap, carried a heavy load of ordnance, was easy to maintain, and could operate off the smaller aircraft carriers still in service. Eventually it was replaced by the Vought A-7 but the Marines stuck with the A-4.

Kuwait used them to defend themselves when the Iraqis invaded. The aircraft was versatile enough to operate of roads when their regular bases was put out of action or lost. Later, they they participated in the liberation of Kuwait.

Skyhawk, also known as the "Scooter" carried a pair of 20 mm cannons. The Israelis equipped their planes with a 30 mm guns. The five hard points could be loaded with an amazing amount of ordnance, nearly 10,000 pounds of bombs, unguided and guided rockets, almost equivalent to its empty weight!

All in all, about 3,000 were produced and they served in ten different air services.

Grumman A-6 Intruder

The Intruder was powered by a pair of of Pratt & Whitney turbines and served a a medium all-weather bomber. It weighed two and a half times more than the Skyhawk and could carry three times the load. They were flown by the Navy and the Marines.



A-6A at the USN Museum, Pensacola

A wide variety of rockets, missiles, and bombs could be carried on five hard points. Targeting was provided by a Digital Integrated Attack/Navigation Equipment (DIANE) which was later upgraded or replaced by even more effective targeting and navigation electronics.



A-6E aboard the U.S.S. Midway

She served in Vietnam, Libya, Lebanon, and Iraq and was particularly effective at night.

The Intruder starred in the book, *Flight of the Intruder* and the eponymous book, written by Stephen Coonts who flew the aircraft in combat in Vietnam. John F. Lehman, Secretary of the Navy under President Reagan was a Navy reservist who flew as a bombardier-navigator in the A-6.

Ling-Temco-Vought A-7 Corsair II

Another subsonic design, the Corsair II bore a family resemblance to its big brother, the F-8 Crusader, and served as the U.S.N. replacement for the A-4. She was a stable bombing platform and was equipped with a digital targeting system and one of the first “heads-up” displays.



A-7A at Fantasy of Flight, Florida

Its Pratt & Whitney and later Allison turbofan engines lowered its fuel consumption, increasing its range but more important, allowing for a longer loiter time, especially when flying close support missions.

A pair of 20 mm cannons were installed. The entire ground delivery load was carried on six underwing hard points. Two under fuselage mounts could carry the air-to-air Sidewinder missile. Combinations of bombs, guided and unguided rockets, and fuel could be carried depending upon the assigned mission.

The Army was demanding better and more close air support for its troops. The Air Force resisted, not happy with a Navy designed aircraft which lacked the supersonic panache loved by the fighter community. The Department of Defense arranged a shotgun marriage and the Air Force reluctantly adopted the A-7D. Navy models were significantly underpowered and take-off performance was abominable in the high and hot environment in Southeast Asia. Consequently, the A-7D was equipped with a more powerful Allison engine and different electronics. The A-7D also replaced the pair of 20 mm cannons with a six barrel Vulcan.



A-7 of the Arizona Air National Guard

The SLUF as she was fondly known to her pilots and ground crews fought from Vietnam to the Middle East and was operated by three foreign air forces.

The U.S. Army, always seeking to obtain the CAS mission, evaluated the SLUF but the Key West agreement which forbade armed fixed wing Army aircraft brought an end to the experiment.

The A-7 was the third Corsair produced by Vought. The first was a 1920s scout plane, the O2U. From World War II to Korea, the iconic inverted gull wing F4U was also named the Corsair but was actually the Corsair II. Logically, the A-7 should have been known as the Corsair III but such is the whimsy of the aircraft naming “system.”

Fairchild A-10 Thunderbolt II

The aircraft naming system is more complicated by the fact that the company that developed the aircraft might not produce it or may be bought out by another company. Chase Aircraft designed the C-123 Provider but ended up produced by Fairfield. When Douglas Aircraft merged with McDonnell, the Douglas DC-9 became the McDonnell-Douglas DC-9 and when Boeing bought McDonnell-Douglas, the aircraft became the Boeing 717!

The A-10 Thunderbolt II is named after Republic's P-47 Thunderbolt but is generally known as the Warthog of just plain Hog.

They were flown by Connecticut's 103rd Tactical Fighter Wing until replaced by the C-130 Hercules. Interestingly a CTWG member, Senior Member, Jim Skiff, (Major General, USAF, ret'd.) until recently was the high time A-10 pilot which he set with the Pennsylvania Air National Guard, logging 4,550 hours of Warthog time.



Warthog on display at the 103rd, Bradley Field

The genesis of the A-10 can be traced to two problems faced by U.S. Forces. First, the overwhelming preponderance of Soviet armor demanded a specialized aircraft that could take out tanks. Second, in Vietnam, the high speed fighter-

bombers such as the F-4 not only has a short loiter time but were extremely vulnerable to small arms fire. The answer was to design and build a dedicated attack aircraft for anti-armor and close air support tasks.

To reduce vulnerability, the new aircraft surround the pilot with a titanium “bath tub.” Engines are mounted high in the aft end which reduces their heat signature and helps prevent foreign object damage from runway debris and the control systems are triply redundant.

The primary weapon is the center mounted 30 mm Avenger cannon, with seven barrels and a very large ammunition magazine. Highly accurate and firing special armor-piercing projectiles, the Avenger is one of the most powerful guns ever fitted to an aircraft.



The cannon and magazine compared to a VW

Designed to operate in austere conditions, the Hog is relatively easy to maintain, has a commonality

of parts to reduce the logistics burden, and can take-off and land on short rough runways.

Its low speed makes it more effective as a ground attack aircraft and its high aspect ratio wings and large ailerons contribute to its excellent maneuverability.

A mainstay of the close support role, the aircraft received high marks for Army and Marine ground troops. It has operated effectively in the Balkans, Afghanistan, Iraq, and Libya.

Aside from the Avenger cannon, the eight

underwing and three fuselage hard points can be fitted with a variety of ordnance. Chief among these are the Maverick air-to-surface missile and various guided bombs.



*Low Pass
Note the painted
false canopy.*

However, the Air Force regards it as a “one trick pony,” limited in its capabilities and unable to survive unless air superiority is assured. It is also ugly and slow, not characteristics appreciated by the Air Force. And the Air Force needs money to support the development of the F-35 fleet so they have been agitating to retire the A-10.

The proponents of the A-10 argue that all CAS aircraft demand air superiority to survive. The troubled, very expensive, and multi-role F-35 is not a suitable replacement. And the F-16s used for CAS are a poor substitute due to their high attack speed and greater vulnerability. Thanks to a strong lobby of legislators, the Air Force plan to retire the A-10 has been stalled.

Cessna A-37 Dragonfly

The Dragonfly or Super Tweet is an adaptation of the T-37 Tweet training aircraft. It is a low cost solution to a counter-insurgency aircraft, especially for less developed nations.



OA-37 at Hurlburt Field

She is a small aircraft powered by two engines with, depending upon the model, develop between 2,500-5,000 pounds of thrust. The extra thrust was not the only modification made to turn the T-37 into the A-37. A 7.62 mm minigun and eight underwing hard points allowed it to deliver moderate firepower, 500 pound bombs or 2.75 in unguided rockets. A gun pod could be fitted equipped with a 30 mm cannon. Later models were also capable of air to air refueling.



YA-37A at USAF Museum

As might be expected, they were cheap, easy to maintain, and relatively effective on CAS missions. The South Vietnamese Air Force were supplied with around 250 aircraft. After the fall of South Vietnam, around 150 were captured by the North Vietnamese which used them in Cambodia.

In South America, Peru, El Salvador, and Guatemala utilized the Super Tweet as a light attack aircraft for both CAS and interdiction missions.

AEROSPACE HISTORY

Weekly Aerospace Chronology

May 1, 1960-A Lockheed U-2 piloted by Francis Gary Powers is shot down by a Guideline missile.



*Sheep-dipped CIA
U-2 at Edwards
AFB bears a false
serial number and
NASA markings.
(NASA Archives)*

May 2, 1952-A BOAC DeHavilland Comet I inaugurates the first regularly scheduled passenger carrying flight flying from London to Johannesburg, South Africa.



*Comet I departs Heathrow for J-Burg.
(Press Association/AP)*

May 3, 1976-A Pan American Boeing 747SP, *Clipper Liberty Bell*, completes a record setting passenger round the world passenger flight on the JFK-New Delhi-Tokyo-JFK route. The elapsed time for the entire flight, including stops, was 46h for an average speed of 502 mph.



*Clipper Liberty Bell
(Photo Source Unknown)*

May 4, 1936-Amy Johnson departs England on a record setting flight to Cape Town, South Arica. Flying a Percival Gull Six, she completed the flight on May 7th after flying 6,700 miles in 3d 6h 26m. The average speed was 85 mph.



*Australian registered
Percival Gull
(Credit: Robert Frola)*

May 5, 1968-A Grumman Gulfstream II makes the first non-stop Atlantic crossing for an executive jet flying from Teterboro, NJ to London.

May 6, 1941-Igor Sikorsky, flying his VS-300 at Stratford, CT sets a world helicopter endurance record of 1h 32m 26s.



*The impeccably dressed Igor Ivanovich Sikorsky
at the controls of the VS-300A*

May 7, 1939-First Flight of the Petyakov VI-100, the prototype of the PE-1 tactical bomber.

May 7, 1937-The Lockheed XC-35, the first aircraft with a pressurized cabin takes flight.



*XC-35
(Credit: National Museum of the USAF)*

SQUADRON LEADERSHIP SCHOOL

The Wing Squadron Leader School on 23-24 April graduated eight members of the CTWG. Lt Cols Heather Murphy and Jeffrey Travers directed the school.



*Graduates and Staff. Lt Steven Schmidt is second
from left. Lt Col Richard Doucette is fifth from
left.*