



Missions for America

Semper vigilans!
Semper volans!

The Coastwatcher

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Connecticut Wing
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300 Tower Rd., Groton, CT
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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 10.21

14 June, 2016

CADET MEETING MINUTES

14 June, 2012

Graduation Week-No Meeting

SENIOR MEETING MINUTES

14 June, 2016

submitted by

1st Lt Charles Levy

Squadron Commander's Call

Lt Col John deAndrade, Squadron Commander, led a discussion about personal flying limits for pilots and their crews.

Capt Miller and Lt Col Doucette reported on Long Island Sound Patrol and financial support from the state..

Lt Col Rocketto encouraged squadron participation in the Westerly Airport Association Summer Pancake Breakfast, explained the plans for a joint Danielson-TRCS meeting to celebrate the 100th anniversary of the U.S. Submarine Force, and requested the visits of senior members to the annual encampment.

Lt Col Kinch reported the progress made to celebrate Aviation Day on Friday, the 19th of August. Plans are to have an aircraft and our Ford on display, a table with ground school equipment, and literature to distribute.

The annual squadron pot luck picnic is scheduled for the 26th of July. Contact Lt Poe for advice on food contributions.

Maj Farley explained details about the upcoming Subordinate Unit Inspection and Lt Col Kinch pointed out the need for written documentation in the squadron files.

Capt Lintelmann reported the details the Wing Commander's Call at the Fly-In and also reported on the current state of squadron finances.

Maj Bourque gave a brief report about our new Ford Expedition vehicle.

QUIZ

What special achievement do the following officers have in common: Lt Col John F. Bolt, Maj George A. Davis, Jr., Col Francis S. Gabreski, Col Vermont Garrison, Col James P. Hagerstrom, Col Harrison Thyng and Col William T. Wisner, Jr. See the "Aviation History" feature for the answer.

TRCS CADETS PARTICIPATE IN ELKS FLAG DAY CEREMONY

Each year, Elk Lodges hold a Flag Day ritual. Patriotic music, a history of the flag, and speeches are all part of the ceremony.

This year, five Cadets from TRCS participated at Groton's Elks Lodge #2163 honoring the national ensign. Cadets Nicholas Brouillard, Hannah Ramsey, Daniel Ramsey, Daniel Hollingsworth, and Benjamin Ramsey presented the colors. Lt Col deAndrade observed and took photographs.



Music was provided by the Nutmeg Fife and Drum Corps and the Boy Scouts from Troop 13 raised the flag.

Capt Paul Whitescarver, commander of the U.S. Naval Submarine base praised the turn-out of our cadets.

This was an informative and patriotic event and set up through the efforts of Lt Al Losacano. The Squadron will participate next year and all members are encouraged to attend.

TRCS MEMBERS RECEIVE AWARDS AT CAP CEREMONY

The Connecticut Wing of the Civil Air Patrol (CAP) sponsored a full day of activities at Hartford's Brainard Field on Sunday. The highlight of the day was the presentation of a

Congressional Gold Medal to the family of Silvia "Sunny" Miller Burrill. To be eligible for this honor, awardees must have served in the Civil Air Patrol during the period of December 7, 1941 to the end of hostilities on September 2, 1945.

Burrill, a graduate of Bassick High School in Bridgeport served as a member of CAP's Connecticut Wing during and as a member of the Women Air Force Service (WASP). She flew a variety of missions for CAP and the Army Air Force: search and rescue, ferrying aircraft, courier duty, and testing aircraft after maintenance had been performed.

TRCS attendees were C/2d Lt Michael Hollingsworth, C/CMSgt Hannah Ramsey, C/MSgt Benjamin Ramsey, C/SSgt Daniel Ramsey, Maj Willi Lintelmann, Maj Scott Farley, 1st Lt Sonia Simpson, and Lt Col Stephen Rocketto.

The recently promoted Hollingsworth received the squadron Cadet NCO of the Year certificate and a medal from the Air Force Sergeants Association. The Air Force Association presented Cadet Lt Col Brendan Schultz a medal emblematic of his achievement as squadron Cadet of the Year. Schultz is currently in Macedonia on a U.S. State Department scholarship so Lintelmann accepted the medal for him.



Hollingsworth Accepting Award from Col Chapman

Maj Farley was honored as the Counter-drug Officer of the Year, an incongruous award for a former employee of Pzifers but then there are drugs and there are drugs. Simpson was selected as Logistician of the Year and Rocketto was PAO of the Year and received a Commander's Commendation for outstanding duty performance and an Achievement Award for services rendered at the annual cadet competition.

Father Dennis Merceri, a frequent attendee at our squadron meeting was selected Chaplain of the Year.

CTWG FLY-IN

11 June, 2016

Wing Commander's Call

Col Kenneth Chapman, Wing Commander, discussed the many styles of CAP uniforms available, BDUs to mess dress, and the requirements to wear them.

Chapman announced the establishment of two new units, a Squadron at Oxford and a flight to provide opportunities for participation in the area served by the disestablished 169th.

A new mission is coming on line. The Connecticut Agricultural Experiment Station will use the Wing to survey damage to the forests by invasive species.

Priority of missions was covered. Air Force and State assignments come first and orientation flights come second. A call was made for O flight pilots to support the expected demand at the summer encampment.

There are plenty of openings available for basic campers. The Air Force is extending financial support to those who need assistance. See the article on the Cadet Encampment Assistance Program.

The rights and restrictions on Cadet mission flying was explained. Cadets over 18 years old can qualify as scanners. Cadets who have soloed or

earned FAA pilot certificates are allowed to fly but two cadets cannot fly together unless a senior member accompanies them.

The new FEMA trailer is located at Eastern Group headquarters at the airport in Windham. The vehicle is fitted out with living accommodations and will be equipped to serve as a tactical command center.

Chapman stated that if any cadet aged applicant suffers from disabilities and the squadron commander is unsure of what to do, then the application should be bumped up to the wing level for study and approval or disapproval.

Northeast Region Commander Col Daniel Leclair spoke next. Leclair delivered a "state of the region" address.

The Cadet Advisory Council made their report to the Wing.

Cadet activities and department meetings ran concurrently followed by a catered lunch. The awards ceremony, covered in a separate article, concluded the Fly-In.

FINANCIAL ASSISTANCE TO ATTEND ENCAMPMENT?

CADETS-DON'T LET FINANCES KEEP YOU FROM APPLYING FOR ENCAMPMENT!

You can apply for the 2016 CTWG Encampment without sending payment if you have filled out an application on eServices for Cadet Encampment Assistance Program (CEAP). Go online and follow this link:

http://www.capmembers.com/cadet_programs/activities/ceap/

There are directions, links to apply and all of the information you will need to get started. You can still apply up until 10 days before encampment.

Simply go to the 2016 CTWG Encampment site

noted below and follow instructions.
<http://ctwg.cap.gov/ctwg-encampment.html>

WESTERLY AIRPORT ASSOCIATION BREAKFAST



You cannot do better for seven bucks.

AEROSPACE CURRENT EVENTS

Most of have seen hot air balloons in flight. Now World View, an Arizona company based in Tucson, is offering ordinary citizens rides to near space. Manned stratospheric flight has long been the domain of scientific researchers and the military.

Auguste Piccard flew high altitude manned balloons to investigate cosmic radiation. Captains Orvil Anderson and Albert Stevens were the first to see the curvature of the earth from their 74,000 foot perch in 1935. Joe Kittinger and Dave Simons investigated the stratosphere on Air Force missions.

World View expects to launch their first private customer this year. The flight will cost \$75,000

dollars, about a buck a foot, and will allow views of the black sky and the earth's curvature.

AVIATION HISTORY

Two War Aces -Part One

Lt Col John F. Bolt, Maj George A. Davis, Jr., Col Francis S. Gabreski, Col Vermont Garrison, Col James P. Hagerstrom, Col Harrison Thyng, and Col William T. Wisner, Jr. were the only US. fighter pilots to achieve "Ace" status in two different wars.

James Bolt

Bolt is the only Marine fighter pilot to achieve "Ace" recognition in two wars. Also, he is the sole U.S.M.C. jet fighter ace.



During World War II, Bolt flew the F4U Corsair with VMF-214, the 'Black Sheep' Squadron, and had six confirmed victories, against the A6M Zero.

Bolt entered an exchange program with the USAF and joined the 39th Fighter Squadron, 51st Fighter Interceptor Wing and scored five victories against MiG-15s flying the F-86.

Bolt had two other notable accomplishments. He set an endurance record in the Corsair staying aloft for 145 hours and nine seconds. As a fisherman, he set the world spearfishing record landing an Atlantic goliath grouper. A native of North

Carolina, he retired to Florida and became a lawyer.

George A. Davis, Jr.



A Texan, Davis was the only one of the six “two war” aces to die in combat. During World War II, he flew in the New Guinea and Philippines campaigns where he piloted a P-47 Thunderbolt and shot down five Japanese aircraft: two Zeros, two Ki-61 Tonys , and an Aichi D3A Val.



Val Replica

In Korea, he flew the Sabrejet with the 4th Fighter-Interceptor Wing. His victories included seven Mig-15s and a Tupolov Tu-2. He achieved double ace status in the remarkably short time, 17 days

after entering combat in Korea. On 31 November, 1951, Bolt managed to shoot down four MiGs, the most one day kills by any pilot in Korea.



Tu-2

Davis was killed over Sinuiji, North Korea on 10 February, 1952. A controversy exist over credit for the shoot-down. The Chinese claim it was Zan Jihui and the Soviets argued that it was Mikhail Averin. The dispute was never resolved.

Davis was awarded the Medal of Honor for his last action, attacking an MiG force which was threatening F-84 Thunderjets engaged in a ground attack mission. Although the wreckage of his aircraft was found by the Chinese, he body was never returned. A cenotaph in the City of Lubbock cemetery stands as a memorial to Lt. Col. Davis.

Francis S. Gabreski

Gabreski, the son of immigrants, hailed from Oil City, Pennsylvania. He dropped out of Notre Dame University after one year and logged about six hours in a Taylor Cub but his instructor stated the he did not “have the touch to be a pilot. So what's a fellow to do but enlist in the Army Air Corps as an aviation cadet. His flying ability was uninspired and he narrowly missed being eliminated from the program.

Reports of the remarkable exploits of the No. 303 Polish Fighter Squadron in the Battle of Britain led him a Polish speaker, to suggest to his superiors that he be assigned as a liaison to the 303rd and it was approved. He went to Britain but found that the 303rd had been removed from combat for a

rest. So what's a fellow to do but get assigned to Royal Air Force 315 Squadron flying a Spitfire IX but he eventually flew 20 missions with the Poles.

Within a year, Babreski was assigned to a U.S. Army Air Force's 61 Squadron flying the Republic P-47D. He also managed to enroll seven other Poles as replacements of pilots who had reached the end of their tours.



Gabby's livery is displayed on a P-47N at Lackland AFB.

In August of 1943, he scored his first victory and within three months was an ace. At war's end, he had shot down 28 German aircraft: 13 Me-109s, 10 FW-190s, three Me-110s and two Me-410s for a total of 28 kills, the highest score in the European Theatre of Operations.

But this had a price. Completing his tour, awaiting transportation to the States and his waiting fiancée, he asked to fly one more mission. After escorting bombers to their targets, Gabreski decided to strafe and He-111 which he spotted on an airfield. Unhappy with his first pass, he made a second one and his propeller struck the ground and damaged the tips. The violent vibrations led to a bailout, five days of evasion, capture, and nine months in Stalag Luft I.

Upon his returning stateside, Gabby completed test pilot training, worked for Douglas Aircraft for a year, and was recalled to active duty. The Air Force sent him to Columbia University where he

finished his B.A. in two years and returned to duty to fly jets.

In 1951, North Korea invaded South Korea and Gabreski and his squadron reported to Kimpo Air Base. On his fifth mission, he scored his first of 6.5 MiG-15 shoot downs. The "half kill" was shared with squadron mate Maj William Whisner, another "two war" ace and ended the war with a total of 35.5 victories.



Gabby's Sabre and His Trademark Cigar

He served for 15 more years and upon retirement worked for Grumman and served as President of the Long Island Railroad. Two of his sons graduated from the Air Force Academy and his daughter-in-law, Terry Gabreski attained the rank of an Air Force lieutenant general.

Eastern Long Island's old Westhampton Beach-Suffield AFB airport is now the Francis S. Gabreski Airport in a tribute to his remarkable career.

Vermont Garrison



Garrison was born in Mt. Victory, Pulaski County, Kentucky. Given his war record, Mt. Victory is apropos as is Pulaski, named after the Polish nobleman who joined Washington during the War of Independence.

In 1933 during the depth of the Great Depression, Garrison not only helped to support his family but also managed to earn a teaching certificate and until 1941, taught elementary school.

In 1941 Garrison enlisted as an aviation cadet. His career would, in many ways, parallel Gabby Gabreski's. Like Gabreski, he showed little aptitude for flying and washed out of the cadet program. Like Gabreski, he joined the RAF. And like Gabreski, he served time in Stalag-Luft I.

In 1943, Garrison transferred to the U.S. Army Air Force and checked out, like Gabreski, in the P-47 Thunderbolt. Within four months he racked up five victories and was an ace.

His squadron the converted to the P-51 Mustang and scored one more victory. In his last flight, he was credited with one more victory but damage by flak forced him to bail out. Immediately captured, he joined Gabreski in the stalag.

After being liberated, Garrison continued to serve in fighters. By this time, the Air Force had become and independent service and the move to jets was on. He led a wing acrobatics team, replicated the first air mail flight in 1918 but using a jet, and headed the team which won the Air Force Worldwide Gunnery Competition.

The Korean War broke out and Garrison went to Kimpo. One of his duties was an assignment to the "Gun Val" project testing modified F-86s after the substitution of four 20mm cannons for the six .50 calibre machine guns.

A month later, on his 18th mission, he shot down his first MiG and in four months added eight more red stars to the side of his Sabre. An armistice ended the war and Garrison returned stateside and worked on developing fighter tactics.

In 1965, Garrison, now 50 years old and known as the "Gray Eagle" entered the arena for the third time! Vietnam. He received his first squadron command, the 405th. One year later, Chuck Yeager succeeded him and he moved to Ubon, Thailand as vice commander of the 8th Tactical Fighter Wing, The Wolfpack, serving with "Blackman and Robin," Chappie James, deputy commander of operations and Robin Olds, the commander of operations.



Wolfpack Den-Ubon Thailand

The 8th flew the F-4 Phantom. Garrison was never checked out in the Phantom but on his 52st birthday, he flew his 52st Vietnam combat mission. Then he flew 45 more. But age had caught up with him. Robin Olds said that Garrison was ".....so nearsighted he carried about four different pairs of glasses with him...but by God, if you wanted a target bombed, he would hit it. He would hit it when everybody else missed."

Home from Vietnam, Garrison retired four years later.

End Part One -Part Two will appear in the next edition.