



Missions for
America
Semper vigilans!
Semper volans!

The Coastwatcher

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Issue 11.06

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Erratum

*Lt Col Dolan pointed out the SAM unit at
Washington National was the 1254th ABG, not the
1154th as mentioned last week.*

CADET MEETING

14 February, 2017

submitted by

Commander Matthew Fontaine Maury

Cadet Safety Officer Austin Eichelman delivered
the weekly safety briefing.

Cadet Captain Daniel Hollingsworth covered high
points in recent aerospace current events.

SENIOR MEETING

14 February, 2017

submitted by

Maj Gervais Raul Lufberry

Staff Meeting

Lt Pineau discussed the procedures necessary to
accomplish a safety evaluation for an activity.

Maj Farley, Squadron Commander, updated the
membership on current Wing directives.

The calendar for the next four months was
reviewed.

The meeting concluded with a discussion of
reports and photographs which must be submitted
at the conclusion of an ice patrol mission.

PROMOTIONS. ACHIEVEMENTS AND AWARDS

Double Mitchell Ceremony

Cadets Ian Poe and Russell Poe were presented
with their Mitchell certificates.



*C/2d Lts Russell and
Ian Poe and their
parents.*

*Cadet Ryan Schantz was
promoted to C/MSgt.*





Cadet Wischmann's parents pin his new insignia to his collar.

C/Capt Daniel Hollingsworth was recognized for completing Level 13-Aerospace Education Officer.

CURRENT EVENTS

Lockheed Martin employees in Marietta, Georgia walked the first LM-100J out of the production facility and onto the tarmac. The LM-100J is the civilian version of the C-130J Super Hercules.



Lockheed has produced 114 earlier models based upon the C-130E. They have been used as freighters by Continental Air Services in Vietnam, Lynden Air Cargo, Delta Airlines, and a number of foreign air forces and commercial carriers.

AEROSPACE HISTORY

Presidential Aircraft III The Helicopters

The Eisenhower administration not only introduced the first turbines and the first light aircraft to the presidential fleet but it also brought in the helicopter.

The first time President Eisenhower flew in a chopper was on July 12, 1957. He was whisked to Camp David aboard a Bell H-13J Sioux. The Sioux had made its bones in Korea where it achieved honors for its combat medical evacuation missions.



The Presidential Sioux at the Museum in the USAF Force's Presidential Gallery.

The presidential presence required modifications to the standard aircraft. The Bell was equipped with special arm and foot rests for Eisenhower, metal rotor blades and a frameless canopy. The pilot sat in the center, a Secret Service agent sat on the left, and Ike sat on the right. As is customary, a second Bell accompanied the President with the President's physician and another Secret Service agent. The helicopters were USAF machines as were the pilots.

Two months later, Ike was in Newport, Rhode Island when he made an unscheduled trip aboard a USMC Sikorsky UH-34D Seahorse. The spacious cabin of the Seahorse could accommodate 18 troops in normal service and the aircraft swiftly replaced the Sioux.



USMC VH-34D (Credit: Sikorsky Archives)

Both the Army and the Marines then established special detachments to meet the needs of the Executive Office. They alternated flights and they shared responsibilities. They both flew the Sikorsky Model S-58 known to the Marines as the HUS-1 Seahorse and to the Army as the UH-34 Choctaw. In 1976 under President Ford, the presidential helicopter flight was transferred to the Marines.

That year, the now familiar Sikorsky VH-3D Sea King became the prime presidential helicopter. The Sea King was conceived as an amphibious turbine powered helicopter for assignment to the anti-submarine mission. The Sea King had two turbines as so all succeeding helicopters and plenty of flexibility to enable modification into a VIP aircraft.



*The Sea King bore the Sikorsky designation S-61.
The helicopter pictured is at the President
Richard Nixon*

Marine Helicopter One (HMX-1) assumed all responsibility for presidential helicopter flights. They pioneered using the south lawn of the White House as a helipad. The unit is based at the Marine Corps Air Facility in Quantico, Virginia but also stations aircraft at Andrews AFB and Bolling AFB. The X in the squadron designator indicates its original status as an test evaluation unit but it now only serves to transport VIPs. The Squadron maintains around two dozen helicopters and a dozen Bell V-22 Ospreys to service the President, his staff, and chosen VIPs.

In 1998, the Sikorsky VH-60N entered the Chief Executive's service. The “White Hawk” is easily transportable by the C-17 so it is favored for overseas operations. Records indicate that it has served in Canada, Germany, the Netherlands, Israel, and Belgium to transport Presidents Clinton and Bush.



*The ubiquitous Blackhawk in its glamorous role
as a presidential aircraft. (Credit: USMC)*

HMX-1 operates nine “White Hawks. It generally operates with a crew of four and is outfitted with the usual presidential appointments.

A new presidential helicopter is on the books. The Sikorsky VH-92A Superhawk. The eventual order will be for 23 aircraft with the first due this year. The cost is about 200 million dollars per bird or close to five billion dollars for the fleet! The aircraft will have the customary executive interior, electronics and communications, and redundant control systems. The VH-92A will twice the passenger load of the VH-3D Sea King.



Sikorsky VH-92 Super Hawk (Credit: Matt Grasso)

The letting of the initial contract was very

controversial. Lockheed-Martin associated itself with Finmeccanica, an Italian firm which owns August-Westland, the principal designer of the aircraft. Dubbed U.S. 101, a variation of its EH-101 and named the VH-71 Kestrel. Sikorsky criticized this. But Lockheed-Martin responded and pointed out that Sikorsky's VH-92 design had five countries, in Japan, Brazil, Spain, Japan and the People's Republic of China.



The foreign VH-71, refused admission to the U.S. Presidential fleet.

The Kestrel program built nine aircraft and the projected course of the program meant that each helicopter would cost more than the Boeing 747 which serves as Air Force One! President Obama stated that the procurement process had “run amok” and that he was satisfied with the present aircraft. He terminated the contract and the nine completed Kestrel's were sold to Canada.

The contract was reopened. Sikorsky was the sole bidder and will build the aircraft in Stratford. Lockheed-Martin will install the systems in their Oswego, New York facility.

AEROSPACE CHRONOLOGY

15 FEB, 1975 The Fairchild A-10A makes its maiden flight.

Note the false canopy on this Warthog and its 11 hard points.

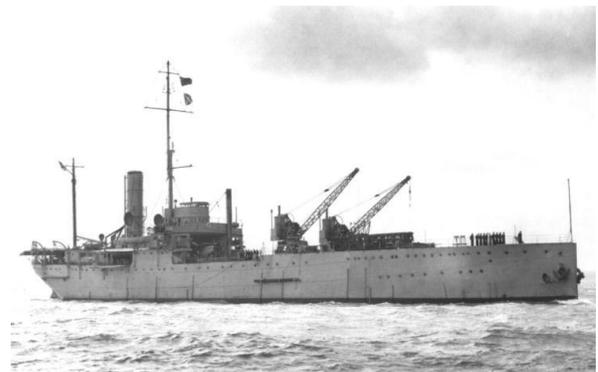


16 FEB, 1982-The first production Airbus A310 rolls out of factory in Toulouse, France.



One of some five dozen FedEx A310s.

17 FEB, 1915-HMS Ark Royal, the first seaplane carrier commences operations in the Dardanelles campaign.



18 FEB, 1943-Boeing test pilot “Eddie” Allen goes west in crash of XB-29.



Allen made the first flights of 21 different aircraft built by Boeing, Northrop, Stearman, Douglas, North American, and Sikorsky.

(Photo Credit: San Diego Air and Space Museum)