



Missions for  
America  
*Semper vigilans!*  
*Semper volans!*

### **The Coastwatcher**

Official Publication of the Thames River  
Composite Squadron  
Connecticut Wing  
Civil Air Patrol  
300 Tower Rd., Groton, CT  
<http://ct075.org>.

LtCol Stephen Rocketto, Editor  
[srocketto@aquilasys.com](mailto:srocketto@aquilasys.com)

Maj J.Scott Farley, Publisher

Lt David Meers & Maj Roy Bourque, Papparazis  
Hap Rocketto, 2nd Lt, AUS, (ret'd.), Features  
Capt Edward Miller, Features

Issue 11.13

11 April, 2017

### **CALENDAR**

11 APR-TRCS  
19 APR-TRCS  
22 APR/23 APR-Orientation Flights  
25 APR-TRCS  
06 MAY-Corporate Learning Course  
20 MAY-CTWG Conference  
03 JUN-MEAM/springfield Arsenal Field Trip  
17 JUN-Commander's Cup Rocket Contest  
19 JUN-01 JUL  
25 JUN-WAA Pancake Breakfast  
23 JUL-ACES  
14-20 AUG-CTWG Encampment  
19 AUG-National Aviation Day  
09 SEP-CTWG Smallbore Rifle Clinic  
23 SEP-WAA Young Eagles  
06-07 OCT-AOPA GON Flying  
21 OCT-CTWG Smallbore Rifle Clinic



*Civil Air Patrol Past Planes. Above, the Piper J-3  
Cub and below, in front of CAP's National HQ at  
Maxwell AFB, perches a Cessna L-19 Bird Dog*

### **CADET MEETING**

*11 April, 2017*

No meeting.

### **SENIOR MEETING**

*11 April, 2017*

Squadron Commander Farley briefed the Squadron on the last pilots' meeting.

The secret of the "mystery switch" on the C182T panel was revealed.

The calendar was reviewed and plans of emergency services training discussed.

### **TRAINING EXERCISE**

*08 April, 2017*

The TRANEX was dedicated to practice for the USAF Wing evaluation during the last week of April.

The Command Staff practiced coordinating the activities of air and ground operations. Scenarios included two Coast Guard requests for assistance

and the search for an emergency locator beacon.

Participating Squadron members were air crew members Scott Farley and Adam Spreace, ground team members, Cadets Benjamin, Daniel, and Hannah Ramsey, and Command Staff members John deAndrade, Keith Neilson, Paul Noniewicz, Joanne Richards, and Stephen Rocketto.

### **ACHIEVEMENTS**

C/Capt Daniel Hollingsworth completed all requirements of the Northeast Region Cadet Leadership School.

Cadet Damon Burger completed Syllabus One, Initial Flight Experience, of the Cadet Orientation Flight Program.



C/Capt Daniel Hollingsworth has been named to the Connecticut High School Rifle League All-State Second Team.

C/CMSgt Austin Eichelberg completed Syllabus Four, Use of Instruments in Flight, of the Cadet Orientation Flight Program and Syllabus Five, Weather.

Lt Col Larry Bright has received ICUT certification.

Lt Col John deAndrade is one of the five CTWG check pilots who has passed the Northeast Region Standards/Evaluation Flight Review.

SM Joanne Richards has completed Squadron Leadership School.

1st Lt Steven Heard has been promoted to first lieutenant.

Lt Col Stephen Rocketto has earned the senior rating in the public affairs specialty track, the technician rating in history, and qualified as a

Public Information Officer

### **NORTHEAST REGION EMERGENCY SERVICES ACADEMY**

The Northeast Region is sponsoring an Emergency Services Academy at Westover Air Reserve Base between 19 June and 01 July.

The Academy will offer courses in Airborne Photography, Community Emergency Response Team, Critical Incident Stress Management, FEMA Introduction to Air Operations, Finance/Admin Section Chief, Ground Search and Rescue, ICS 300 & 400, Incident Commander Level one and two), Logistics Section Chief, Mission Observer, Pilot, Scanner and Staff Assistant, Operations Section Chief, Public Information Officer, Planning Section Chief and Water Survival. Course run between one or two days except Mission Pilot which is four days long.

Housing and food are available at the base. If you wish to stay over “Three hots and a cot” will cost about \$60/day.

Go to <https://ner.cap.gov/> for further information. Registration ends on 01 May.

### **CURRENT EVENTS**

#### *Drone Package Deliveries*

United Parcel Service and Amazon are experimenting with drone package delivery systems but what may wait years to see the plan come to fruition. Problems abound. First, current FAA rules strictly control drone operations in altitude and operation near any airport. Additionally, the drones must be under the constant observation of its pilot or observer. Navigation, the size of payloads, and delivery methods.

One UPS experiment seeks to reduce mileage driven, especially in rural areas. Imagine a truck load of packages which need to be delivered to a

number of isolated destinations. A specially equipped van parks near the geographical center of the destination sites. Drones are programmed for their flights and launched from the top of a special van. The drones are dispatched and fly to their assigned delivery points, drop-off the load, and return to the van. The preparation process is described below.



*The van with a roof top launch pad and a loading hatch.*



*The drone on its launch station.*



*Loading cargo through the roof top hatch.*

*(All Photos: UPS Credit)*

Quite a different system is already operational in Rawanda. Rural Rawanda is cursed with a high death rate from childhood diseases and complications from pregnancy and a road system that ranges from sub-standard to none. Swift delivery of medical supplies is near impossible.

California based Zipline and the Government of Rawanda plan to establish bases at 20 medical centers. When a call is received from an isolated location, a three pound radio controlled aircraft is loaded with the necessary medicine and supplies. It then flies to where the medicinals are needed and delivers them using a parachute. The aircraft has a round trip range of around 100 miles and cruises at 60 miles per hour.

*Launching*



*Cruising*

*Delivering*

*(All Photos: Zipline)*



### ARREST MADE IN DRONE SHOOT-DOWN INCIDENT

Police arrested a Jewett City resident, Bombilo Evorsor for shooting down a drone which he claims had been harassing him. The drone, owned by neighbor Persistente Pagliaccio had been equipped with a sound system. The neighbors have had a long-standing vendetta over the results of a long past bocce game.

Pagliaccio's sound equipped drone would hover over Evorsor's property and would broadcast ribald songs and deprecating vulgar language and accuse Evorsor of numerous acts of depravity, too sordid to mention in this family publication.

Reaching his breaking point, Evorsor fetched his 12 gauge lupara, a family heirloom given to him by his Sicilian Godfather. One blast of No. 7 shot took Pagliaccio's wicked device out of the air and its fragments fluttered to the ground.

A neighbor, alarmed by the sound of the shot called the police. After a brief investigation, Evorsor was taken into custody and charged with "making a obscene drone fall."

## AVIATION HISTORY

*The Aerial Bombing of Continental America by  
Enemies Foreign and Domestic  
Part I  
Hostile Action by Foreign Enemies*

This feature will discuss six instances in which bombs were dropped, with hostile intent on one of the 48 contiguous states. This means that the wartime attacks on Hawaii, Wake Island, Midway, the Marianas, and the Aleutians will not count. Nor will the dropping or firing of ordnance by the military at training ranges be considered. Any finally, accidental cases when inert conventional or nuclear weapons were dropped will be ignored. Although Axis plans to launch long range strategic bombers will be discussed, Cold War Soviet planning will be reserved for a separate essay.

Two of the bombing missions were carried out by the Empire of Japan during World War II. The Japanese and Nazis also had plans to build and launch intercontinental bombers which, if time had allowed might have carried biological or atomic weapons.

A third was the little known bombing of Naco, Arizona by an Irish-American mercenary working for the Mexican rebels.

In 1932, Stanley Baldwin, Prime Minister of the United Kingdom, delivered a speech in which he used the phrase, "The bomber will always get through." General Giulio Douhet, an Italian military theorists published influential arguments advancing this thesis. Billy Mitchell, Marshall of the Royal Air Force Hugh Trenchard, and Generallieutnant Walther Wever, pre-war commander of the Luftwaffe, all championed the offensive superiority of the bomber over defensive measures.

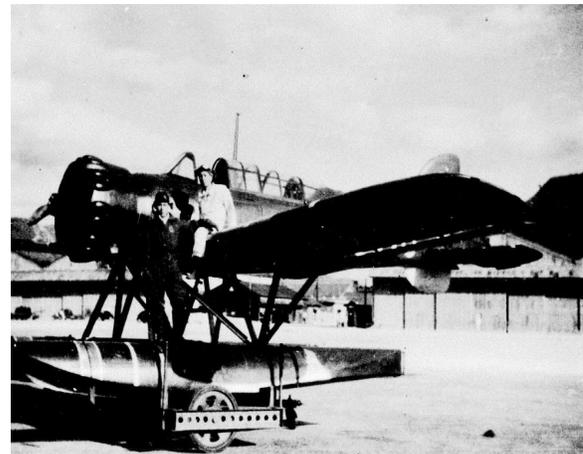
The theme appeared in a number of Pre-World War II novels and films. H.G. Wells, Olaf Stapledon, and Nevil Shute all described the horrors wrought by an unstoppable bomber force. There was much merit in the belief of "bomber

unstoppable" given the lack of effective interceptor aircraft, detection systems, and anti-aircraft cannon.

World War II proved otherwise as both the Royal Air Force and the United States Army Air Force executed massive strategic bombing efforts against the Axis powers. The Axis efforts at long range bombardment were feeble but deserve note.

### *The Empire of Japan*

Probably best known bombing "campaigns" were mounted by the Japanese. The first missions were carried out by a Yokosuka E14Y floatplane launched from the submarine I-25. In September of 1942. the aircraft made two runs over woodland near Brookings, Oregon. Incendiary bombs were dropped in the hopes of starting forest fires but the fires and Japanese hopes were quenched by the immediate responses of fire fighting teams.



*Warrant Officer Fujita and his E14Y aircraft.*

The second Japanese attempt was made during the last two years of the war. Nine thousand hydrogen filled paper balloons were launched into the jet stream, each carrying a payload of about 50 pounds of explosives. Timers released the bombs automatically after around 72 flight hours. One bomb killed a woman and six children in Oregon who had stumbled across one of the bombs and imprudently handled it. At least one balloon drifted as far east as Michigan!



*Payload and Ballast on a Fu Go Balloon*

The Japanese did plan to construct bombers capable of reaching the mainland United States, the Nakajima G10N Fugaku and the Kawasaki Ki-91. Neither of them even reached the prototype stage of development. Their proposed attack route was a pipe dream of a desperate nation” Japan to the United States targets to a landing in occupied France!



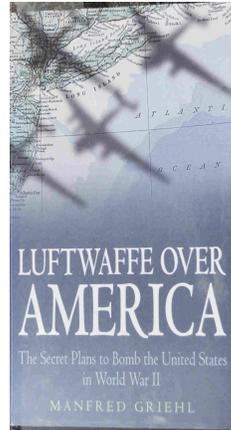
*Depictions of the Nakajima G10N and the Kawasaki Ki-91*



However, by 1944, The complexity of the airframe and engine designs and the shortage of strategic materials caused authorities to cancel the projects No prototypes were built which is fortunate. Japan had a record of the war time application of weapons of mass destruction. Their notorious Unit 731 developed a number of poisonous gases and biological weapons which they used against the Chinese. Evidence exists that an attack using the plague bacteria was planned on San Diego but the war ended before it could be carried out.

### *The Third Reich*

Germany's war-time strikes against the United States proper consisted of their submarine campaign offshore and the landing of three teams of saboteurs, one on Long Island. one near Jacksonville, Florida, and one close to Mount Desert Island, Maine. However, Nazi plans to build the Amerika Bomber never came to fruition.



*Shadows of Evil Over Long Island Sound*

*Proposed Connecticut Targets were Colt Firearms, Pratt & Whitney, and Sperry Gyroscope.*

Five designs emerged as candidates for the Amerika Bomber. Messerschmitt's Me 264 was the leading contender. Three were constructed but all were destroyed in Allied bombing raids.

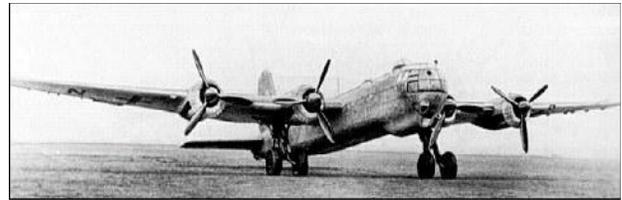


Me 264 (Bundesarchiv)

The successful Focke-Wulf Fw 200 Condor served as a starting point for the Fw 300. The “200” Courier, a transport version, was the first heavier-than-air vehicle to fly non-stop from Berlin to New York. However, no Fw 300s were constructed.



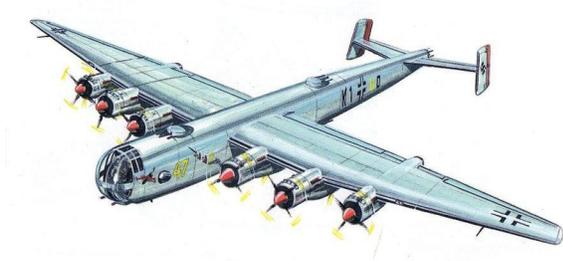
*Painting of an  
Fw 300  
Formation*



*Depiction of He 277*

*An Irish-American Mercenary*

Another Focke-Wulf design, the Ta 400, never reached prototype stage.



Ta 400 (Artist: Heinze Rode)

The Ju 390 was Junker's derivative of the Ju 290. Two prototypes were built and flown. Some remarkable flights were claimed; Germany to Japan, South Africa, and Germany but all flights remain unverified and the stories are highly improbable.



Ju 390

Heinkel used the successful He 177 as a model for its He 277 but none were ever completed. The shortage of resources, devastation of factories, and administrative inefficiencies led to Germany's failure to produce the "Amerika" bomber.

In 1929, the Mexican government was seeking to suppress a rebellion in what has come to be known as the Cristero War. The secular government was attempting to enforce anti-clerical policies established by the Constitution of 1917. Catholic peasants rose in revolt. Incidentally, some financial backing was found in the United States. The Knights of Columbus raised funds for the Cristeros and the Ku Klux Klan assisted the government.

An American pilot, Patrick Murphy, reputedly from Oklahoma, decided to assist the rebels by attacking the federally held town of Naco, Sonora immediately adjacent to the town of Naco, Arizona. On April 1st, Murphy loaded some improvised munitions, essentially pipe bombs loaded with dynamite, into his aircraft, a Curtiss JN-4, the "Jenny." The bombs were contained in "bomb bays" fashioned from suitcases which could be opened in flight to release the ordnance.

*Well, his name was Patrick Murphy, he was Irish  
through and through,  
He loved his Irish whiskey and the biplane that he  
flew.*

*Out in Bisbee, Arizona, he was sittin' in a bar.  
A-sippin' Irish whiskey to the music of guitars,  
A-talkin' 'bout the rebel and the federale war  
In the border town of Naco, on the Arizona shore.*

*Now, as he downs another shooter, Patrick  
Murphy starts to brag,  
"I salute the rebel spirit ... I salute them  
scallywags.  
I could blow them federales all the way to kingdom  
come  
From the cockpit of me biplane ... with me little  
homemade bombs."*

Murphy seemed to have a cohort who worked for

the *Federales*, Jon Gorre. As the story goes, Murphy and Gorre not only knew each other but were drinking buddies. As a display of professional courtesy, they would take turns making bombing runs for their respective clients. Reputedly they used the same bomb maker.

On his first attack, Murphy hit the Mexican customs house causing minor injuries to the spectators, American and Mexican, whom had gathered to watch the fun.

The next day, April 2nd, Murphy tried again. The science of aerial bombardment was in its infancy and according to reports, Murphy lubricated his psychological spirits with alcoholic spirits in Bisbee's Brewery Gulch, and then lubricated his Jenny's OX-5 engines with grease on the rocker arms, oil the valve springs, and Marvel Mystery oil on the valve guides. This probably took less time than checking the weather, calculating the weight and balance, and filing a flight plan, none of which was required in the yesteryear of aviation.

The flight was a traditional dawn patrol and the inexperienced Murphy managed to make his first hit on Arizona at 0745. Murphy persevered and for the next few days managed to cause some destruction and light casualties on the Arizona side, the wrong side of the border.

Now there were two towns called Naco on the border down below;  
One was in America, the other in Mexico.  
Murphy and his whiskey weren't too accurate that day,  
He missed the one in Mexico ... and he bombed the U.S.A.

He damaged some buildings, cratered some streets, and in a telling military blow, managed to destroy a Dodge touring car which belonged to a Mexican officer who has stored it on the Arizona side of the border for safekeeping! His most egregious offense was managing to hit the U.S. Post Office Building which, no doubt, interested the Post Master-General who in the spirit of governmental bureaucracy, seems to have done nothing.



*The General's wrecked Dodge and no GEICO Gecko in sight.*

Murphy continued his bombing spree until April 6th when he was shot down. Evading capture Murphy made it back to Arizona where he was arrested, incarcerated for a few days, released and flew off into the fog of history.

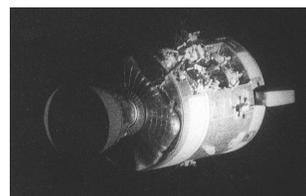
Now, history doesn't know where Patrick Murphy is today.  
When he finally sobered up, he kinda quickly went away.  
Yes, he faded with his biplane to some other place and time  
Cuz to bomb ol' Arizona was a heavy duty crime.

("The Bombing of Naco" is a folk song written by Dolan Ellis, the official State Balladeer of Arizona. It can be found on Ellis' album *Tall Tales, Lost Trails & Heroes*.)

The second part of this article will discuss aerial bombing of U.S. citizens by their fellow citizens! The attack by white racists on the African-Americans population of Tulsa, The bombing of striking miners by anti-union company goons at the Battle of Blair Mountain, and the Philadelphia Police Department attack on MOVE will be examined. A foiled bombing attack by one Las Vegas mobster on another will close the account of enemies foreign and domestic who have launched or wished to launch aerial attacks in the forty-eight states.

## AVIATION CHRONOLOGY

April 13, 1970 – An oxygen tank explodes in the Apollo 13 Service Module.



*"Houston! We have a problem." The damage to the service module photographed from the Command Module.*

April 14, 1962 – The first flight of the Bristol 188



*Mostly constructed of stainless steel, the 188 was designed to explore aerodynamic heating effects.*

April 15, 1952-1st flight the B-52



*First Tendering of Superfortress*

*Boeing wanted the pilots to sit there in tandem.  
But Curtis LeMay he said no!  
The BUFF as a bomber, it isn't a fighter.  
So abreast is the way they must go!*

*(Photo Credit: USAF Museum)*

16 April 1941 (USA) — Igor I. Sikorsky impressively demonstrates the capabilities of his VS-300 by hovering over Stratford Airport for one hour and five minutes.



*The always well dressed Sikorsky and the VS-300*  
*(Photo Credit: Sikorsky)*

17 April-Brigada 2506 lands at the Bay of Pigs, Cuba.



*Rebel B-26 Invaders attacked Castro's airfields but enough of the government's T-33s Hawker Sea Furies and a T-33 survived to cripple the invasion fleet and shoot down half of the Invaders. (Photo Credits: mapio.net)*



April 18, 1943 – The death of Isoroku Yamamoto, Commander-in-Chief of the Japanese Combined Fleet.



*U.S. cryptologists had broken the Japanese code and knew Yamamoto's itinerary for an inspection flight. The two Betty bombers carrying him and his staff were ambushed by USAAF P-38s. (PD)*