



Missions for
America
Semper vigilans!
Semper volans!

CADET MEETING

18 April, 2017

75th Anniversary of the Doolittle Raid

The Coastwatcher

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

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CALENDAR

See the Squadron Calendar for Meeting Details

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

When the meeting opened, the cadets split into two groups taking turns practicing drill and visiting the Groton control tower. Tower chief Chet Moore and controller Mike Kryszczuk explained the role of air traffic control, the technology used to assist them in their mission, and the education needed to become a controller.



Mr. Kryszczuk & Cadet Burger Converse

The cadets were introduced to the various airport structures housing the electronics, observed the creation of an airport terminal information service report, and watched the traffic on the tower's radar repeater.

After returning to the Squadron, C/Capt Hollingsworth gave a safety briefing.

SENIOR MEETING

18 April, 2017

Senior members worked on individual projects.

SM Richards and Maj Farley operated the TRCS radio for the CTWG net drill.

TRCS CADETS ATTEND HIGH POWER RIFLE CLINIC

Six cadets received instruction and fired the ARE-15 rifle at the Bell City Rifle Club in Southington. The event was sponsored by the Connecticut State Rifle and Revolver Associations Junior High Power Rifle Team.



*TRCS
Cadets and
CSRRA
Coach
Brad
Palmer*



Coach Alex Krause correcting Cadet Hannah Ramsey's head position.

Lts Pineau and Richards, Lt Col Rocketto, and Mr Ramsey and Munzer provided support.

ACHIEVEMENTS

C/Capt Daniel Hollingsworth, who recently earned a place on the Connecticut High School All-State Rifle Team led the cadet contingent. The other TRCS participants were C/CMSgt H. Ramsey, C/Sgts B. Ramsey and D. Ramsey, and Cadets Petrillo, Pineau, and Munzer.

SM Adam Spreace has earned his Mission Observer rating.

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.



State team member Laura Dotta instructs Cadet Pineau in the sitting position.

State rifle team members provided the coaching. The cadets sighted in their rifles and fired in two positions, prone and sitting, a total of 20 record shots.

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.

NATIONAL EMERGENCY SERVICES ACADEMY

A little over a month is left for regular applications to attend the National Emergency Services Academy. The following site has a list of courses and documentation needed: JDESMARAIS@capnhq.gov

Members can apply online at: https://www.capnhq.gov/CAP.Events_NESA_Web/Form31.aspx. after logging in through e-services.

CATCH-22: THE BEST CATCH THERE IS

by

Stephen M. Rocketto, Coast Watcher Editor

In Greek mythology, Pandora's box was a container which contained all of the evils of the world. When Pandora opened it, they were released and plague mankind to this day. Last week, the Editor received a thin envelope from the Federal Aviation Administration (FAA) postmarked Oklahoma City and he knew it bode ill. Okie City is the home of the Aerospace Medical Certification Division.

The letter requested the submission of the current results of a test and a statement about toleration of a prescribed medication from the “treating physician.” Furthermore, failure to submit the information within 60 days would lead to a legal enforcement action in accord with Title 14 of the Code of Federal Regulations.

The request was puzzling because the Editor holds a current third class medical certificate issued six months ago. What suddenly initiated the Fed Meds interest in my health? A call to the

FAA informed me that the test and report requested were for some reason, in arrears. The official patiently and politely explained the FAA position and I reluctantly accepted but remained suspicious of the process.

There is no shame in seeking help so I decided to consult a knowledgeable advisor.

Therefore, my next communication was to the Aircraft Owners and Pilots Association (AOPA). I explained the situation to them and suggested a way to game the situation. My third class certificate would not expire for six more months. On May 1st, third class medical reforms come into play and the certificate would no longer be required. So my plan was to wait until May 1st and I would be home free. I no longer needed the medical so revoking it would make no difference. The AOPA representative advised me that this would be unwise. The FAA had requested the information legitimately and I had to comply. The government arm is long and its staying power is endless. I was in the Federal ballpark and had to play by their rules. Good advice!

So, dutifully, I visited my “treating physician” who informed me that the test had to be ordered by my “primary care physician. Immediately, with utmost dispatch, I traveled dispatch, to the office of my “primary care physician.” He told me that he could not order the test. It was an FAA issue and I had to consult with my “aviation medical examiner (AME).” I went to the AME, showed him the letter, and he said that as my AME he could not order the test referring to some arcane reasons about a conflict between the role of an AME and the role of my “primary care physician. So there you have it. I could not comply with the FAA demands.

The situation nearly parallels the dilemma faced by Yossarian in Joseph Heller's World War Two black comedy, *Catch 22*. Yossarian, a B-25 bombardier, realized that the Germans were trying to kill him, which they were. He and a pilot, Orr, decided that they wanted to be grounded. But there was only one “catch,” Catch-22. The only grounds for grounding is to be crazy

and the requirement to be grounded is that one had to request it.

The flight surgeon, Doctor Daneeka explained it this way .

...a concern for one's safety in the face of dangers that were real and immediate was the process of a rational mind. Orr was crazy and could be grounded. All he had to do was ask; and as soon as he did, he would no longer be crazy and would have to fly more missions. Orr would be crazy to fly more missions and sane if he didn't, but if he was sane he had to fly them. If he flew them he was crazy and didn't have to; but if he didn't want to he was sane and had to. Yossarian was moved very deeply by the absolute simplicity of this clause of Catch-22 and let out a respectful whistle.

That's some catch, that Catch-22, he observed.

"It's the best there is," Doc Daneeka agreed."



Doc Daneeka (Jack Gilford) Explaining Catch-22 to Yossarian (Alan Arkin) in the Paramount To view the filmed , go to the address below.

<http://www.bing.com/videos/search?q=Catch-22+Movie+Part+1&&view=detail&mid=89F2006B2681CE57837F89F2006B2681CE57837F&FORM=VRDGAR>

Getting back to the Editors medical dilemma. I could not take the test because it had to be

administered by my treating physician but the treating physician required a recommendation for the test by my primary care physician had to be requested by my “primary care physician” who stated that since it was an FAA request, it needed the permission of my AME who did not have the authority to request that the treating physician administer the test. I felt like a character in a Franz Kafka novel. Kafka's works generally focused on a solitary man, trapped in a bizarre situation and powerless due to the machinations anonymous and faceless bureaucrats.

But, my trio of doctors are rational men. After talking to each other, they understood my predicament and reason prevailed. My final cost was six hours of time and 70 miles on my odometer. The testing has been completed and the data submitted to the FAA. Now I wait with an air of sanguine anticipation for a decision by the Oklahoma City bureaucracy.

The FAA Tests Required



Top Left: Flexibility

Bottom Left: Strength, Balance, and Endurance

Right: Water Survival

An aside about the film, Catch-22.

The film makers assembled a fleet of 17 flyable Mitchells for the movie. The opening sequence depicts the start up and take-off in a staggered formation of the lot of them. If you like the “sound of round” and the beauty of a formation

departure, go to the address below for the opening scene from Catch-22.



<http://www.bing.com/videos/search?q=Catch-22+Movie+Part+1&view=detail&mid=CE7BA3D8186B3E7CBC82CE7BA3D8186B3E7CBC82&rvsmid=89F2006B2681CE57837F8>

AVIATION HISTORY

The Aerial Bombings of Continental America Part II

Racists Bomb Tulsa, Oklahoma

In June of 1921, a vigilante gang of white racists attempted to seize a black man held in the city jail in order to lynch him. The Tulsa police defended the jail and the whites rioted. As violence swept the city, the Governor called out the National Guard and declared martial law. Police and Guard did their best to stop the rioting but to no avail. The Guard rescued some blacks who had been captured by the whites and evacuated the injured to the hospital which the whites then set on fire.

Within hours of the start of the riot, white pilots from Tulsa showed up at Curtiss-Southwest Field, most likely commercial pilots who flew for the fixed base operator, Southwest Airplane Company. Southwest has the distinction of being the first commercial interstate air freight shipping company and also sold Curtiss and government surplus aircraft.

**Own Your Own Curtiss
AIR SHIP**



A. S. Newsom of the Curtiss Southwest Airplane Company, is in Oklahoma City for the balance of this week and will take orders for any of the Curtiss products. The Curtiss was the first to cross the ocean—it's the fastest machine in the air. We have 2,000 Curtiss J. N. Airplanes formerly used by the U. S. Government, completely overhauled and carefully inspected. Immediate delivery at \$2,500 to \$4,000. New J. N. \$5,000.

ORIOLE—Equipped with 90 Horse-power Ox motor	\$7,500	ORIOLE—Equipped with 150 Horse-power K-6 motor	\$9,000
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Safe and sane means of transportation for busy oil men—in the office in morning, in field in afternoon.

JOY RIDES BY APPOINTMENT
At Westwood Field, 9 to 11 a. m.

Call at Skirvin Hotel for Afternoon Appointment
A. S. NEWSOM, Local Representative; Skirvin Hotel—Westwood Field.

Curtiss Southwest Airplane Co.
Exclusive Distributors for all Curtiss Products Throughout the Southwest
Wm. T. CAMPBELL, Sec.-Gen. Mgr., 804 New Wright Building, Tulsa, Oklahoma.

An advertisement from Tulsa's Southwest Airplane Co. "rent-a-bomber" fixed base operator..

The Tulsa African-Americans had developed a thriving community in the Greenwood section of Tulsa and the racist air crews determined to set its mercantile district, known as the "Black Wall Street" alight.

The pilots prepared a dozen of so JN-4 Jennies for flight. The aircrews prepared make-shift incendiary bombs, balls of fabric soaked in turpentine. The observer would light them and drop them on the housing below.

They also dropped dynamite and used rifles to target individual black men, women and children. When out of munitions, they returned to the field, refueled, rearmed, and sorted again.

One crewman was shot by return ground fire and killed. At least one black man was killed by air. The property damage was enormous, an estimated \$310 million dollars corrected for inflation. The fires claimed 35 city block which included 21 churches, 600 businesses, a post office, and 4,000 residents were rendered homeless. The number killed is uncertain but estimates put the number between 100 and 300 people.



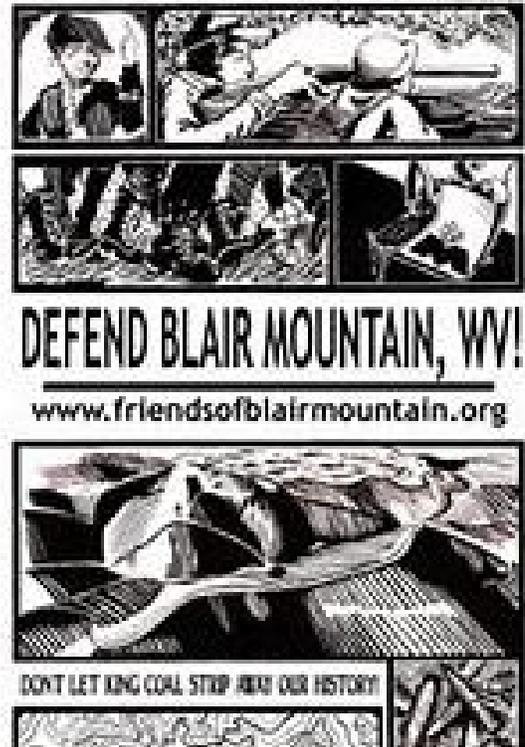
The Ruins of the Greenwood section of Tulsa

An estimated 3,200 Tulsa residents were members of the Ku Klux Klan at the time of the riot. The citizenry condoned the atrocity and public officials who were in opposition were almost helpless to oppose the racists.

Coal Company Goons Bomb the Strikers

On August 1st, 1921, Sid Hatfield, the popular police chief of Matewan, West Virginia and his deputy, Edward Chambers, were murdered by agents of the Baldwin-Felts Detective Agency. The detective agency was in the employ of the Stone Mountain Coal Company. Hatfield was a staunch supporter of the miners. The union coal miners and the capitalist mine owners had been at odds for years over the issue of wages and working conditions. Outraged by the Hatfield murder, the miners acted and what came to be called the Battle of Blair Mountain ensued.

Blair Mountain is centered in West Virginia's coal rich and productive surface mine sites. Coal companies seek to surface mine the area in which the miners fought the company. A political struggle is now being fought between the coal interests and those who wish to preserve the historically important area which is rich in artifacts from the battle.



The battle rages on. A contemporary "Friends of Blair Mountain" handbill calling for support to name Blair Mountain an historical site.

The miners, many World War I veterans and armed, were opposed by the forces of Sheriff Don Chafin and a 3,000 man private army financed by the Coal Operators Association. Heavily armed, their weaponry included a number of aircraft manned by civilian pilots.

By the end of August, the battle started in earnest: company goons versus strikers. Chafin's "air force" consisting of three three aircraft rented from private owners dropped homemade bombs on miner strongholds. During a week of hard fighting, some 200 men lost their lives.

President Harding ordered Federal forces dispatched. Within days, regiments of regular infantry and two squadrons of aircraft arrived in West Virginia.

The air element was led by none other than Brigadier General Billy Mitchell, Deputy Director of the Air Service. On August 26th, he commanded a squadron of DeHavilland fighter-bombers, most likely DH-4s from Langley Field and a squadron of Martin MB-1 bombers from Washington's Bolling Field. Mitchell was ordered to abstain from the use of force but his aircraft did fly reconnaissance missions.



Mitchell and an Martin MB-1 Bomber

Mitchell seemed eager to enter the fray, proposing the dropping of tear gas and if that proved ineffective, resorting to explosives. He used the incident to promote the concept of using aircraft to counter civic insurrection.

The miners, not wishing conflict with the United States government either surrendered or disbanded, and headed home, hiding their weapons and ammunition along the way to forestall confiscation by the government. Even today, the site is a rich trove of abandoned firearms, shell casings and other historically important artifacts

The strike was a failure. The United Mine Workers membership plummeted and the mine owners maintained their power base into the 1940s.

The Battle of Blair Mountain is a clear case of the conflict between the *posse comitatus* law and the Insurrection Act of 1807. *Posse comitatus* forbids federal armed forces from exercising police powers. But the Insurrection Act of 1807 states that a state may request armed federal assistance

in case of rebellion. The Act was used notably by President Lincoln at the start of the Civil War to call up state militias. However, there may be a legal question about the use of federal troops.

Police Overreach in Philadelphia

A communal group called MOVE lived in a row house in West Philadelphia. Over a fifteen year period numerous problems developed. Neighbors complained about unsanitary conditions, the use of bullhorns to broadcast political messages, and public demonstrations which created public nuisances. In 1978, MOVE and the police had a major clash in which a policeman was killed and nine members of their community sent to prison.

In May of 1985, the Philadelphia Police Department obtained arrest warrants charging four MOVE members with parole violations, illegal possession of firearms, making terrorist threats, and contempt of court.

When the police arrived to execute the arrest warrants, a gunfight ensued and an estimated 10,000 rounds of ammunition were expended by the police in 90 minutes. The police attempted to blow holes in the walls of adjacent building to use as accesses into the MOVE compound but the attempts failed. By afternoon, Mayor Wilson Goode, a pastor, authorized the dropping of an improvised bomb on the rooftop bunker of the MOVE building.

Reports indicate that a Lieutenant Powell of the police bomb disposal unit manufactured a device using Tovex, a dynamite substitute supplied by the Federal Bureau of Investigation and used in mining. According to DuPont, the manufacturer, Tovex produced heat in the 3,000-7000 degree Fahrenheit range and was developed for underground or quarrying use only.

Powell boarded a Bell 206 helicopter flown by the Pennsylvania State Police and dropped two one pound bombs on the MOVE rooftop. The explosions ignited a supply of gasoline which was intended to operate an electrical generator. The fire spread, eventually destroying 61 nearby row

houses. Eleven MOVE members were killed, a toll which included five children.



In the end, Philadelphia has spent over 40 million dollars in investigations, rebuilding costs, and financial settlements. Move exists to this day. The continue to call for the release of the surviving members arrested after the 1978 shoot-out.

Aerial Bomb Attack Planned by Texas Mobster

Benny Binion, founder of the well-known Golden Horseshoe gambling emporium, the creator of The World Series of Poker, and gambler Herbert Noble engaged in a violent feud which started in Dallas in the late '30s and culminated with Noble's death in 1951. Binion controlled a Dallas gambling empire and demanded that Noble make a larger pay-off if he wished to continue to operate. Money matters to these boys so Binion offered a reward to the assassin who terminated Noble. Many tried but none succeeded. Noble survived eleven gun and bomb attacks, one of which killed his wife. Contract killers made eight actual attempts on his life, with results ranging from bullet wounds to having part of an ear bit off. Like a cat, he seemed to have nine lives and he acquired the sobriquet of Herbert "the Cat" Noble. But time was running out. A cat has only nine lives.

Now Noble dabbled in the aviation business and was a pilot. He owned a Beech Model 17, the famous Staggerwing Beech. Grieving for his wife, Noble planned revenge in a novel way. Leviticus 24:20 states "The one who has inflicted the injury must suffer the same injury." He would bomb Binion's house and kill Benny, Benny's wife, his five kids and the family's pets. Clearly, Herbie placed no faith in the advice offered by the *Good Book* and was an advocate of the principle of

"overkill."

Noble outfitted his Beechcraft with bomb racks and acquired two bombs, one high explosive and one incendiary. War surplus? The records are silent. His flight kit included a map with Binion's home marked. Interestingly, the Binion house was on Bonanza Road, the same name as another Beech product.



The Cat with his "Bennie Bomber"

The attack was foiled. Just as Noble was pre-flighting the aircraft, by chance, Lt. George Butler, a Dallas police officer, came by Noble's ranch airstrip, noted the preparations, and forced an abortion of the mission.

Two attempts were made to kill Noble when he was in his aircraft. Bombs were planted in the engine compartment but Cat was saved by the strength of the Staggerwing's firewall. This was either a testimony to the robustness of Beech's construction competence or the ineptness of Noble's bomb building enemies.

But like John Oakhurst, the poker playing protagonist of Brett Hart's short story, *The Outcast of Poker Flats*, Noble was finally dealt a bad hand. Lady Luck walked out on him. He cashed in his chips on the 7th of August, 1951 when he tried to pick up his mail. The Cat's enemies detonated a remote controlled bomb planted by his mailbox and terminated the Binion-Noble feud. Benny Binion offered an epitaph. "I'm glad he's dead."

President Harry Truman once said that "There is nothing new the world except the history you do not know." So those alarmed by remote controlled improvised explosive devices, race riots,

government overreach, rebellious citizens, and public murder and mayhem ought realize that as stated in the Book of Ecclesiastes, Chapter One, Verse Nine: *That which has been is that which will be, And that which has been done is that which will be done. So there is nothing new under the sun.*”

AVIATION CHRONOLOGY

Erratum

Coastwatcher Came Up Short! Oops!

In the last edition, Capt Ed Miller noticed that the photo for the Bristol 188 was actually the Short SB5. The SB5 was a research aircraft for testing various wing tailplane configurations for the English Electric Lightning.

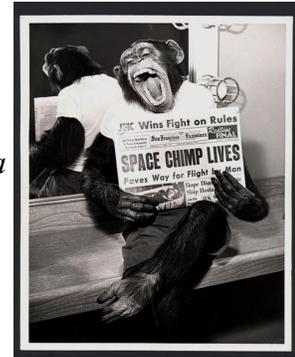


Above: The Bristol 188 nicknamed the “Flaming Pencil.”

Below: The Short SB5 with one of its experimental tail planes.



19 April, 1963-Ham, first chimpanzee in space, goes west.



Ham celebrating in a better time.

20 April, 2008-Father Adeline Antonio de Carli goes west. Fund raising for a Brazilian charity, Father de Carli attempted to break the 19 hour record for a cluster balloon flight. Unfavorable winds swept him out over the Atlantic and he west west by going east.



Father de Carli gives new meaning to the phrase “sky pilot,” a term used to denominate a military chaplain.

21 April, 1935-First Flight of the USN dirigible USS Macon.



A drawing of the Macon displaying its ability to launch and recover aircraft in flight.

22 April, [1965](#) – First flight of the Transavia PL-12 Airtruk. Not all planes are sexy looking.



23 April, 1935-A Pan American Airways Sikorsky S-42 captained by the legendary Edward Musick lands at Alameda completing the first California-Hawaii-California survey flight.

Miami-New York route.



Captain Musick disembarking from the S-42.

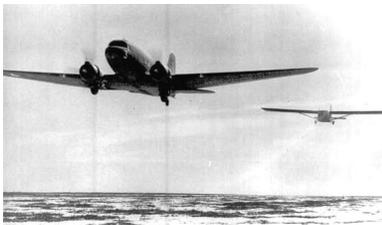


27 April, 1947-The Douglas DC-6 enters passenger service when American Airlines Flagship Illinois commences operations on the Chicago-New York route.

24 April, 1946-Winged Cargo Inc. inaugurates freight service from Philadelphia to Miami and onward to Cuba utilizing a Douglas C-47 towing a WACO CG-4. The glider could be released and then deliver its cargo to a site not necessarily on an established airport.



(Photo Credit: Jon Proctor)



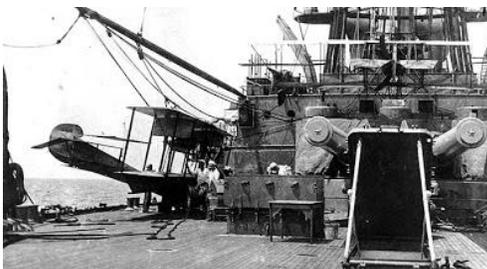
C-47 Towing CG-4 (USAAF Photo)

28 April, 1919-Leslie Irvin makes the first rip-cord operated free fall parachute jump from an airplane



25 April, 1914-Naval aviators first entered the crucible of combat supporting the land and fleet forces during the United States incursions at Tampico and Vera Cruz Mexico.

29 April, 1964-BOAC introduces the Vickers VC-10 into regular passenger service on the London-Lagos, Nigeria route.



Aircraft bound for Vera Cruz on board USS Mississippi. The aircraft on the left is by the crane used for launch and recovery. A second aircraft is mounted above the turret.



30 April, 1935-The Douglas DC-1 breaks its own transcontinental record, flying from Burbank, California, to New York in 11 hours 5 min.

26 April, 1972-The Lockheed L-1011 Tristar enters scheduled service on Eastern Airlines

