



Missions for
America
Semper vigilans!
Semper volans!

The Coastwatcher

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Composite Squadron
Connecticut Wing
Civil Air Patrol
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23 August, 2017

CALENDAR

See the Squadron Calendar for Meeting Details

29 AUG-TRCS Senior Social Night
31 AUG-02 SEP-CAP National Convention
05 SEP-TRCS
09 SEP-CTWG Smallbore Rifle Clinic
9-10 SEP-SLS
12 SEP-TRCS
19 SEP-TRCS
26 SEP-TRCS
06-07 OCT-AOPA GON Fly-in
14-15 OVT CLC
21 OCT-CTWG Smallbore Rifle Clinic
4-5 NOV-UCC
10 NOV-Armed Forces Nights-Groton Elks
11 NOV-Cadet Ball-Berlin

CADET MEETING

22 August, 2017

Cadets engaged in two leadership activities: drill training and organization and operation of a scenario in which an injured man was removed from a burning building. The fire rescue was performed in the dark.

SENIOR MEETING

15 August

No formal meeting. Officers worked on individual projects.

22 August, 2017

Maj Farley, Squadron Commander, described the very successful Wing Encampment Orientation Flight activities. Eighty-seven cadets received front seat rides. The operation was organized by Maj Farley and Lt David Pineau assisted by Lt Col Richard Doucette and Capt Edward Miller. Mystic Jet was commended for their invaluable assistance and contributions of office and ramp space. Details are reported in a separate article.

Lt Steven Heard reported on the TRCS activities at last week's Groton-New London Airport Aviation Day. Details are reported in a separate article.

Lt Col Doucette briefed the Squadron on Long Island Sound Patrol operations. To date, some 53 LISP patrols have been completed and money remains to finish out the season.

Capt Miller led a discussion of the *Mission Airman Reference Text* reviewing key points.

GROTON AVIATION DAY

19 August, 2017

Reports indicate that 800 people attended to celebrate National Aviation Day and the birthday anniversary of Wilbur Wright. The Squadron set up an indoor display table and activity table

which provided CAP information and recruiting materials and a flight simulator and STEM robots which attendees could operate.



(Photo Credits: Lt Joanne Richardson)



Photo Credits: Maj Roy Bourque)



C/CMSgt Ryan Schantz was commended for outstanding assistance with flight simulator operations

Outside, a CAP aircraft was open to the public and a Squadron Search and Rescue Team demonstrated the use of the L-Per radio direction finder.

Squadron members who engaged in this most successful activity were C/CMSgts Hannah Ramsey and Schantz, C/SMSGts Benjamin Ramsey and Daniel Ramsey and C/Amn Ian Diaz.

Project Officer Lt Heard, Lt Cols Larry Bright, Majs Roy Bourque and Willi Lintelmann, and Lts Adam Sprecece, Joanne Richards, Steven Schmidt, David Pineau.

CTWG ENCAMPMENT

Seven Cadets attended the week long CTWG encampment held at the Connecticut National Guard training facility in Niantic.

C/Maj Daniel Hollingsworth commanded Squadron Two and was selected to receive the Encampment's Outstanding Officer Award.

Two other TRCS cadets served on the staff. C/SSgt John Pineau worked as a member of the support staff and C/SrA Cameron Wischman worked with the training evaluation section.

First year campers were C/SrA Christopher Munzer and Hayden Kirkpatrick and C/Amn Rhys Thornell and Daniel Martin.

ACHIEVEMENTS

Lt Adam Sprecece has passed his Form 5 check ride and is now rated as a Transport Mission Pilot.

Sprecece has also completed the Aerospace Education Program for Senior Members and earned the Yeager award ribbon.

C/Maj Daniel Hollingsworth was selected as the Outstanding Cadet Officer at the 2017 CTWG Encampment.

AEROSPACE CURRENT EVENTS

The War Between the States

In 2013, the Connecticut legislature passed the omnibus Public Act 13-210 that made the ballroom polka the state dance, made March, October, and November Irish-American Month,

Italian-American Month, and Native American Month and June 24th Canadian-American Day. Oh, and the *Beautiful Connecticut Waltz* was made the second official song, the first being *Yankee Doodle*. The celebration of the 14th anniversary of the Connecticut-Taiwan sister state relationship was not forgotten.

Section Seven, the last item on the bill empowered the Governor to establish a day honoring Gustave Whitehead, a Bridgeport resident claimed by some to have been first in powered flight. The intent is to obviate the accepted historical fact that the Wright Brothers were the first to succeed in manned, powered, controllable flight in a heavier than air vehicle.

Section Seven reads as follows:

The Governor shall proclaim a date certain in each year as Powered Flight Day to honor the first powered flight by [the Wright brothers] Gustave Whitehead and to commemorate the Connecticut aviation and aerospace industry.

As a historical fact, powered, controllable flights can be traced back to the mid 19th century. For example, in 1901, the Brazilian Alberto Santos-Dumont flew a powered airship from St. Cloud to the Eiffel Tower and back in under 30 minutes logging a ground speed of 14 mph on the 12 mile trip. So Gustave Whitehead did not make the first powered flight and neither did the Wrights.

So the Connecticut Legislature's attempt at revisionist history fails by its very wording.

History depends on documentation and the Wright claim to priority in making the first manned, powered, controllable flight in a heavier than air vehicle is based upon unimpeachable data, written records, sketches and photographs. They also have a track record of continued progress with their designs culminating in the formation of a company which sold aircraft.

In comparison, the evidence which supports the claim of the Whitehead advocates is almost non-existent and lacks the substantial evidence required by historians.

Ohio license plates bear the phrase "Birthplace of Aviation" The Wright brothers were Ohio natives

and performed the major part of their experimental work and construction in Dayton.

North Carolina's plates proclaim that the state is the "First in Flight." The Outer Banks near Kitty Hawk was the site of the first of the Wright successful flights in a manned, powered, controllable flight in a heavier than air vehicle.

Ohio Representative Rick Perales introduced House Concurrent Resolution 8 which repudiates the Connecticut legislature's claim that Whitehead was "first in flight." North Carolina State Senator Bill Cook has said the the Whitehead story was "more like a fairy tale told to a child" than history.

Connecticut has a proud history in the development of aviation which the Public Act 13-210 recognizes. But the Whitehead claim is regarded as revisionist history. One wag has said that the tradition of selling unwary buyers wooden nutmegs still lives in Connecticut's attempts to sell the Whitehead yarn.

AVIATION CHRONOLOGY

23 AUG, 1941-Capt. Homer Boushey makes the first rocket powered flight of a US aircraft when he is launched in a propellor-less Ercoupe powered by 12 JATO units.



(Credit: NASA/JPL-Caltech)

24 AUG , 2001 – Air Transat Flight 236, Lisbon to Montreal, loses both engines over the Atlantic Ocean and glides to a landing in the Azores. Capt. Robert Piché, an experienced glider pilot and F.O. Dirk de Jager flew the powerless Airbus 330 to a successful emergency landing on Lajes Air Base

in the Azores. The 75 mile glide set a new record originally set by the 1983 “Gimli Glider” flight. No Air Transport Pilots have expressed any interest in breaking the new record.



The only serious injuries were suffered by two passengers during the evacuation (AP Photo/Humberto Augusto)

25 August 1947 – Maj Marion Carl, USMC sets a new world speed record over a 3 km straight course, 650.797 mph at Muroc Army Air Field, California. Carl was flying the No. 1 Douglas D-558-1 Skystreak



The record setting Skystreak on display at the Naval Aviation Museum, Pensacola, circa 1968.

26 AUG, 1988 – **So You Don't Like Air Terminal Buildings!** When Mehran Karimi Nasseri landed at Charles de Gaulle Airport in Paris en-route to London, paperwork issues, bureaucratic inflexibility, and questions about his immigration status forced him to live at the terminal for 18 years, a layover record. In 2006, he fell ill and was released to a French community assistance center.



Improbable Event Section

27 AUG, 1941- The German submarine U-570 surrenders to a RAF Coastal Command Lockheed Hudson. The ship is taken in tow by the Royal Navy, refurbished, and enters service as *HMS Graph*.



Lockheed Hudson

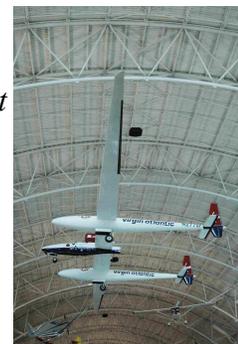


U-570 taken in tow by a Royal Navy Trawler (Photo Credits: Imperial War Museum)

Long Flights Department

28 AUG, 2005 – Aviation adventurer Steve Fossett takes off from Salinas, Kansas flying the Virgin Atlantic GlobalFlyer in an attempt to complete the first solo, nonstop, unrefueled circumnavigation of the globe. He pulls it off, landing back in Salinas 2 days, 19 hours, 1 minute and 46 seconds later.

GlobalFlyer on display at the Udvar Hazy Annex, National Air and Space Musuem



29 August 1929 (USA) — “Graf Zeppelin” lands at Lakehurst, New Jersey, completing round-the-world flight, begun on 8 August. The distance flown was 20,000 miles in 21 days 7 hours. The actual flying time was 263 hours 43 minutes.

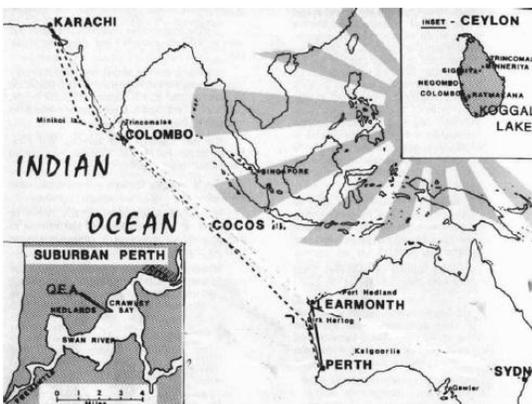


(Photo Credit: AP)

30 AUG, 1943 - Qantas Empire Airways PBY Catalina flying boat flies the longest, non-stop scheduled airline flight in history, the “Double Sunrise Route” from Ceylon to Perth, Australia. The flight takes 31 hours 51 minutes.



PBY at Nedlands, Western Australia



The Route



This certificate was issued to passengers who completed the “double sunrise” flight.

(Photo Credits: Rex Clifton, Sr. Collection)

31 AUG, 1925 - U.S. Navy Commander John Rodgers (former commander of the New London Submarine Base) and his crew take off from San Francisco, California in a PN-9 flying boat in an attempt to make the first transpacific flight from North America to the Hawaiian Islands. On September 1st, after covering 1,800 nautical miles, they ran out of fuel and made a successful water landing. The crew jury rigs sails from the fabric on the wings and fashioned leeboards from metal floor plates. They covered 450 nautical miles more under sail. On September 10th, they are picked up by the USS R-4, a submarine, and are towed the last 15 miles to Nawillwili Bay in Kauai.



Beaching PN-9 at Nawillwili