



Missions for
America
*Semper
vigilans!
Semper volans!*

The Coastwatcher

Publication of the Thames River Composite
Squadron
Connecticut Wing
Civil Air Patrol

300 Tower Rd., Groton, CT
<http://ct075.org>

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Issue 11.37 10 October, 2017

CALENDAR

*See the Squadron Calendar for Meeting
Details*

14-15 OCT CLC
17 OCT-TRCS Meeting
20 OCT-Elks-Law and Order Night
21 OCT-CTWG Smallbore Rifle Clinic
24 OCT-TRCS Meeting
30 OCT-Officer's Social
31 OCT-No Meeting
4-5 NOV-UCC
10 NOV-Armed Forces Nights-Groton Elks
11 NOV-Cadet Ball-Berlin



**I WANT YOU
TO FIGHT SCURVY**

ANNUAL FRUIT SALE

Five cadets and five seniors turned in monies for the 2017 citrus fruit fundraiser. Approximately 30 cases of fruit have been sold. Lt Col Rocketto spoke at both the cadet and senior members and urged all hands to demonstrate their Squadron spirit with a maximum sales effort over the next three weeks.

CADET MEETING

10 October 2017

Lt Schmidt and C/Lt Col Hollingsworth guided each of the cadets through an aircraft simulator session during which traffic patterns taught and practiced. The two simulator screens were projected on the large classroom monitors so all cadets present could learn from the experiences of others.



SENIOR MEETING
10 October, 2017

Lt Pineau presented a safety brief on the particular road hazards encountered during the autumn.

Lt Specace summarized the major points discussed at the last Wing pilots meeting

PROMOTIONS AND ACHIEVEMENTS

Eaker Award Presented

Cadet Daniel Hollingsworth was presented with the Eaker Achievement Award and promotion to C/LtCol.



C/Lt Col Hollingsworth and Squadron Commander Farley share a moment together.

In order for a cadet to earn this award, the cadet must have written an essay and given a speech on the qualities demanded of a leader, meet strict physical training goals, attend a leadership academy, and serve satisfactorily in a number of squadron staff positions.

Hollingsworth is home schooled and currently attending Mohegan Community College. He plays soccer, is a certified soccer coach, and captain of the Montville High School Rifle Team.

The award is named after General Ira C. Eaker, who commanded the Eighth and Mediterranean Air Forces in WWII and then served as Deputy Commander of the US Army Air Forces.

Eaker's aeronautical achievements are many. pilot In 1926 Eaker was one of the pilots on Pan American Good Will Flight which was awarded the Mackay Trophy. He was chief pilot of the Question Mark, an Atlantic-Fokker C-2A which set a world endurance record of

150 hours in 1929. A year later, he made the first instrument transcontinental flight.

Cadet Promotions

Cadet Rhys Thornell met the requirements for the Arnold Achievement and was promoted to C/A1C.



Mrs. Thornell accepts the award for her son. The talented Cadet Thornell was otherwise occupied playing first trumpet in his school's band.

Cadet Owen Guilliams met the requirements for the Curry Achievement and was promoted to C/Amn.



Chaplain and Mrs. Guilliams pin Owen's new stripes onto his collar.

Membership

Michelle A. Martin is TRCS's newest Senior Member.

C/Amn Jack Thomas Race is TRCS's newest cadet.

LCDR (select) Robert Guilliams, USN Chaplain Corps submitted his documentation for membership.

David Carpenter, USAF (ret'd) visited, observed the meeting, and learned about membership requirements.

AOPA REGIONAL FLY-IN

The Thames River Composite Squadron supported the 2017 Aircraft Owners and Pilots Association Regional Fly-in at Groton Airport last weekend. The Squadron provided a color guard for the opening ceremonies, assisted with parking, and provided CAP recruiting and information material to interested parties.



Cadets Guillian, Ramsey, Martin, and Thornell Present the Colors.

An aircraft was on display and cadets demonstrated the use of the L-Per radio direction finder to track down emergency signals.



Squadron officers promote CAP with AOPA visitors.



Cadets Haven and Lindia are introduced to the L-Per direction finder by Lt Lawton.

Major Scott Farley and Lts Steven Schmidt and Steven Heard interfaced with AOPA and Groton officials and organized the Squadron participation.

Additional squadron members who assisted were Lt Col Rocketto, Maj Noniewicz, Lintelmann, and Bourque, Lts Richards, Pineau, and Sprecace, and SMs Diaz, Thornell, and C/Lt Col Hollingsworth, C/SMSGt Benjamin Ramsey, and Cadets Diaz, Munzer, Thornell, Guilliams, Martin, Pineau, Race, Kirkpatrick,

Lt Col Matthew Valleau, CTWG Director of Operations was present and Maj Paul Patnoad, Lts Lawton, Trotchaud, and Cadets Nagbe, Sosa, Haven, and Lindia signed in from Silver City, Northwest Hills, and Danielson.

PUBLIC TALK

*by
Lt Col Larry Bright*

Lt Cols Larry Bright and Larry Kinch presented a 40 minute briefing on the history, formation, organization, equipment, and missions of the Civil Air Patrol on 02 October. Approximately 40 people from the Adventures in Life Long Learning group attended the meeting at Three Rivers Community College.

The presentation was followed by a Q and A session that lasted approximately 40 minutes and generated genuine interest in the Civil Air Patrol and what it does.

AEROSPACE HISTORY

When the Constellations and Stars Fell on Eastern Connecticut

On two different occasions, Lockheed Constellations, a four engine passenger jet have crashed in Eastern Connecticut.

Willimantic Connecticut

The first incident occurred on June 18, 1946. A Pan American L-049 Constellation, *Clipper*

America, had departed La Guardia Airport bound for London with a refueling stop at Gander Airport, Newfoundland and Shannon Airport, Ireland. A half hour after departure, a warning light and bell indicated a fire in number 4 engine. The emergency procedure was instituted and Captain Samuel Miller decided to divert to Hartford. He commenced a high speed descent under instrument conditions from 15,000 feet but the engine had not fully feathered. Four minutes after the first warning, the engine swung downward and broke free.

The aircraft broke out of the clouds at 3,000 feet and the captain spotted Windham Airport, Willimantic, Connecticut. He decided to land at Windham rather than continue on to Hartford. The landing gear failed to deploy due to damage to the hydraulic system caused when the engine departed company with the wing. A command decision was made to make to land gear up. The maneuver was successful. The 10 man crew and the 42 passengers escaped with no serious injuries.



Not only did a constellation fall on Windham but stars also dropped out of the sky. The actors, Sir John Gielgud, his wife, Vivian Leigh and member of the Old Vic Repertory Company were among the passengers.

Miller went onto fly the first scheduled U.S. jet flight from New York to Paris. The actress Greer Garson was one of his passengers aboard the 707.

Oh, and the Connie was ferried out of Willi's 4,500 foot grass strip on its three remaining engines. It was repaired and flew the line once more. Twenty two months later, now named "*Clipper Empress of the Skies*," she crashed on and ILS approach to Shannon and was destroyed. Only one of the 31 on board survived.

Preston City, Connecticut

The second incident occurred on August 3, 1954. The aircraft was an Air France L-1049C Super Constellation from Orly Airport, Paris to Mexico City via Idlewild International Airport, New York. The aircraft stopped at Shannon, Ireland to refuel. The balance of the flight, Shannon to New York, was estimated to take 11h 49m with fuel on board for 14 hr. Strong headwinds reduced speed and increased fuel consumption.

At 1230, after 12 ½ hours aloft, Capt. Jean Caboche received clearance for an instrument landing at Idlewild. Heavy turbulence, heavy rain, and the low ceiling led to a missed approach and Capt Caboche decided to divert. The flight reported that they were low on fuel but when asked if they wished to declare an emergency, replied in the negative. Dispatchers suggested a divert to Bridgeport or Hartford but the message was not received due to radio problems. Caboche selected Boston as the alternate.

Air Traffic Control issued a clearance to Boston and the flight engineer reported one hour of fuel remaining. Thirty minutes later, Caboche contacted Providence Tower and declared an emergency. The Connie was cleared for an approach to Providence but weather was marginal and they discovered that they did not have the approach plates so a decision was made not to land at Providence. Spotting a break in the overcast, Caboche descended, circled several times, and landed gear up in a potato field belonging to Walter McClimon. The aircraft struck a ditch in the field, struck several trees, and plowed through a garage owned by Valentine Sebastian.

A post crash fire destroyed the aircraft but all 37 occupants evacuated with 12 injured. Backus and Hartford hospitals accepted the casualties.



Preston's Volunteer Fire Department was supported by at least six other departments, the State Police, Red Cross, and Salvation Army.

Norwich post office took charge of 25,000 pieces of water soaked air mail and worked for four days to recover the letters and packages and forward them.

And Then There Are the "Falling Stars"

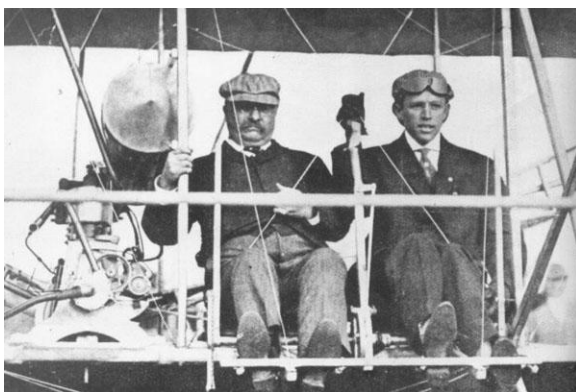
The first recorded meteorite in the New World fell in Weston in 1807. In an eleven year span, 1971-1981, meteors struck houses in Wethersfield. Then in 2012, houses in Wolcott and Waterbury were struck eleven days apart. So consider that each of these towns begin with the letter 'W!' Make of it what you will.



Welch and The YF-100 Super Sabre

AEROSPACE CHRONOLOGY

OCT 11 1910 – Col. Theodore Roosevelt, (President of the United States of America 1901-1909), takes a four minute flight in a Wright Brothers aircraft piloted by Arch Hoxsey. Roosevelt is the first former head-of-state to fly.



OCT 12 1954 – North American test pilot George Welch goes West when the F-100 which he was testing suffers structural failure during a terminal velocity dive.

Welch achieved fame at Pearl Harbor attack when he and 2nd Lt. Ken Taylor sortied from Halaeiwa Fighter Strip in their Curtiss P-40B Warhawks to meet the Japanese attack. They were recovering from an all-night party and poker game.

When news of the attack reached them, Welch telephone Halaeiwa and told them to have two aircraft fueled, armed, and ready to go. Welch and Taylor jumped into Welch's Buick and raced to the fighter strip. Not having time to don flight gear, they climbed aboard and took-off still wearing some of the mess uniforms.

Welch and Taylor flew two sorties and were credited with a half-dozen kills and damaged aircraft. They were the only two fighter pilots to get airborne.





The only airworthy P-40B. The aircraft is a Pearl Harbor survivor and now flies at Duxford (photo credit: Tony Hisgett)



Welch was recommended for the Medal of Honor but according to the story, an officer in the chain of command refused to endorse the nominations since Welch had taken off without orders.

Welch was known as “Wheaties Welch” after his picture was used on a box of Wheaties cereal, the “breakfast of champions.”

OCT 13 1954 – Lt. B. D. McFarlane, RN, departs HMS Albion in a Westland Wyvern TF1. The Wyvern's engine had an unfortunate tendency to fail due to fuel starvation during high-G catapult launches. The engine failed and goes into the water where the bow of the ship cuts it in half. McFarlane ejects underwater and escapes with minor injuries.



(Photo Credit: RuthAS)

OCT 14, 1947 – Captain. Chuck Yeager becomes the first man to fly faster than the speed of sound flying the Bell X-1.

Sixty five years to the day later, Brigadier General Chuck Yeager, age 89, does it again flying in a McDonnell-Douglas F-15E.

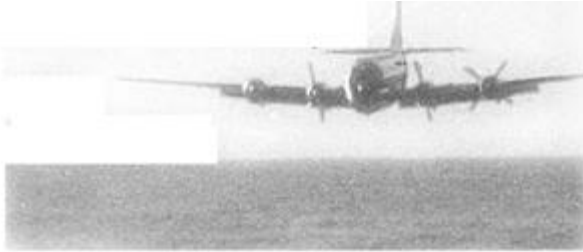


(Photo Credits: Lawrence Crespo/USAF)

OCT 15, 1952 – First flight of the Douglas X-3 Stiletto. The aircraft was designed to study the effects of high temperatures induced by supersonic speeds. Alas, its anemic power plant could not even get the X-3 past Mach 1. After 51 flights, it was retired to the USAF Museum.

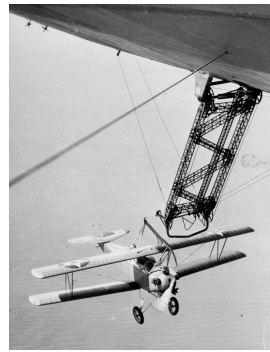


OCT 16, 1965 – Pan Am Flight 6, *Clipper Sovereign of the Seas*, a Boeing 377 Stratocruiser ditches in the Pacific Ocean after two engines failed and one of them refuses to feather. The aircraft cannot reach land due to the high fuel consumption so Captain Richard Ogg decides to ditch at Weather Station November where the *USCGC Pontchartrain* is stationed. All 31 aboard survive with minor injuries but a cargo of 44 cases of canaries goes down with the ship.



(Photo Credits: USCG)

OCT 17, 1931 – A Curtiss XF9C-1 manages to dock in mid air with the Navy dirigible *USS Los Angeles*. After successful testing, the new dirigibles *USS Akron* and *USS Macon* are equipped with hangars and the ability to launch and recover their complement of Sparrowhawks.



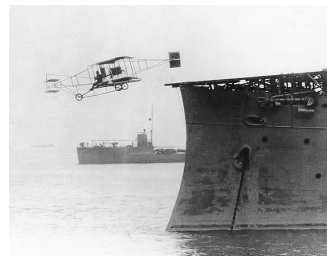
The recovery and launch trapeze installed on the USS Los Angeles.

OCT 18, 2002 – The *Bird of Prey*, a stealth technology demonstrator is unveiled by Boeing. The aircraft had been flying for three years and conducted 40 flights. Technology and materials for future stealth designs were tested during its three year career.



OCT 19, 1911 – Eugene Ely Goes West. Eley worked for Glenn Curtiss and is credited with making the first take-offs and landings from ships.

On November 14, 1910, Eley took off from a platform mounted on the bow of the *USS Birmingham* moored in Hampton Roads, Virginia. On January 18, 1911, he landed aboard a platform on the *USS Pennsylvania* anchored in San Francisco Bay.



Take-off

Landing

