



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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Lt Col Stephen Rocketto, Editor
srocketto@aquilasys.com
Maj J.Scott Farley, Publisher
Maj Roy Bourque, Paparazzi
Hap Rocketto, 2nd Lt, AUS, (ret'd.), Features
Capt Edward Miller, Features

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CALENDAR

*See the Squadron Calendar for Meeting
Details*

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

ANNUAL FRUIT SALE

The sale has only three weeks left before the order must be submitted to Florida. All members are encouraged to do all they can to contact potential customers.

CADET MEETING

17 October 2017

Cadet Schantz presented a briefing on fire safety.

Lt Drost conducted a character development seminar.

SENIOR MEETING

17 October, 2017

Lt Col Doucette and Lt Pineau ran a class and discussion on aerial photography.

Doucette explained the new FEMA protocols for uploading photographs.

The officers discussed problems with the hand-held camera's GPS and the problems orienting the wing mounted camera.

Lt Pineau explained the technical procedures used to upload photographs.

PROMOTIONS AND ACHIEVEMENTS

Cadet Colin Hallahan was promoted to Cadet Senior Airman.

Cadet Sarah Johnson earned the Curry Award and was promoted to Cadet Airman.

AEROSPACE CURRENT EVENTS

Sports Team Aloft

The Boston Patriots have just purchased two Boeing 767 airliners from American Airlines to use as team transports. One of the aircraft will be a back-up.



The Detroit Pistons have retired their turbine powered MD-83, *Roundball One*, which they had acquired from Spirit Airlines. They now fly Delta charter as part of an NBA package deal.



Roundball One

The first professional sports team to own its own aerial transport for the team was the Brooklyn Dodgers. The owner, canny Walter O'Malley, was a friend of Eastern Airlines president Eddie Rickenbacker. Rickenbacker agreed to add an additional Convair 440 to a 20

plane Eastern order allowing O'Malley to avoid the higher price of a separate purchase.



The Dodger Metropolitan was named Kay-O in honor of O'Malley's wife.

First Canadian Drone/Aircraft Collision

A Skyjet Beech King Air A100 collided with a drone while on approach to the Quebec City airport. The wing of the King Air incurred minor damage.

The drone was outside the three mile restricted airspace around the airport but was flying at 1500 feet, sine 1200 feet above the legal limit.

AVIATION HISTORY

The Day a Vet from Eastern Connecticut Aerial Bombed the United Nations

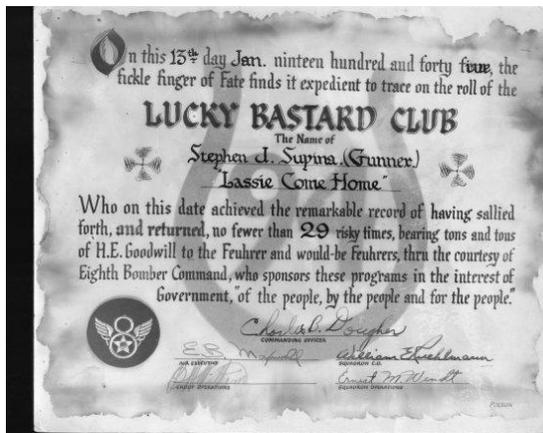
During this eleventh year of *The Coastwatcher*, we have published a series of articles about the aerial bombardment of the United States mainland by foreign enemies such as the Japanese float plane and balloon attacks in World War II and German plans to attack New York. We also ran a second feature on home-grown aerial bombers who targeted blacks, strikers, and dissidents from Tulsa to West Virginia to Philadelphia, the City of Brotherly Love.

Last week, *The Coastwatcher* ran a story on emergency landings by two commercial airliners in Preston and Willimantic. As it so happens, there is a connection between Willimantic and a domestic aerial bombing

attack on the United Nations. The pilot was Stephen J. Supina from Ashford, Connecticut.



Stephen J. Supina, born in Ashford and living in Willington, Connecticut had been a gunner with the Eighth Air Force, 331st Squadron during World War II accumulated around 500 hours of flight time and flown at least 33 missions.



Supina's "Lucky Bastard" certificate no fewer than 29 combat missions.

He had been following the news and sensed that the quarreling diplomats were making no progress towards ending war. He decided to send them a message.

On July 23, 1948, Supina went to the Windham Airport in Willimantic where he was a student pilot and checked out an Aeronca Champion. He carried a brown paper bag containing a stick of dynamite attached to 150 feet of sash cord, a lantern battery and a note.

Crossing Long Island Sound south of New London, Supina turned eastward, chart in hand, and made for the temporary Lake Success headquarters of the UN. Approaching the building, a former Sperry gyroscope factory, a company ironically which made bomb sights. Descending to 300 feet, he lowered the bomb and then used the battery to fire the electric detonator.

At his point, stories diverge.

Newspaper reports indicate that he dropped his written message attached to a small parachute.

"This is a taste of War. Stop arguing and Make Peace not War."

He managed to stop the arguing as the diplomats and staff evacuated the building. But in the long run, they took their quibbling to their new palace on the East River and peace was not made. According to one source, there have been around 150 wars since 1948.

After delivering his message, Supina landed at nearby Mitchel Air Force Base. Supina was held by the Army for six months and then released.

A website dedicated to Stephen Supina, <http://www.pcube.biz/rougham/stephen/stephen.html>, claims that the he wrote his diatribe against war in blood on his Army Air Corps discharge papers and landed at LaGuardia Airport where he borrowed forty cents and took a bus to his niece's apartment in New York City. The following exchange took place.

Niece: "Stephen, what are you doing here"

Stephen: ""I just bombed the UN."

Niece: "You are crazy."

Stephen: "Turn on the radio."

and heard Gabriel Heater, a radio commentator for the Mutual Broadcasting Network announce a seven state alarm for Stephen.

The website then claims that his brother, Thomas Supina, a member of the Connecticut

State Legislature convinced Stephen to turn himself in.

After 148 days in jail, he pleaded guilty to the charge of transporting explosives, a misdemeanor, and was sentenced 148 days, time served, and was released.

As an aside, Thomas was quite a character himself. He sought to expose what he purported to be the “naked truth” about zoning legislation in Ashford by hiring a UConn coed and have her ride naked through the streets in imitation of Lady Godiva's naked ride through Coventry.

Godiva was protesting the excessive taxes which her husband imposed on his tenants. According to the legend, only one man dared to look, “Peeping Tom,” and he was struck blind.

The Coastwatcher staff started a frantic search on the web hoping to find a news photo of Supina and his horse-borne lady. We found it and were sore disappointed since she appeared to be wearing a flesh colored two piece swim suit.

The “Lady Godiva” ride was typical of Thomas. For his entire municipal and political life he was a gadfly and protester. His major tactic was to break windows in public buildings knowing that this would attract the news media to his cause. One claim is that he broke windows in the White House and the authorities held him for 45 days for psychiatric evaluation. Called a “trouble-maker, he replied that he did not make trouble but sought it out. He never quit. At the age of 90, he ran for the state legislature.

Connecticut has a long history of social dissidents. The Reverend Thomas Hooker, dissatisfied with the political and religious restrictions in Massachusetts left and was a founder of the Connecticut Colony. Captain Joseph Wadsworth is credited with absconding with the Connecticut Charter and hiding it in a white oak. Town government has been a fertile field for the the growth of dissident social figures and Ashford had produced its share.

AEROSPACE CHRONOLOGY

19 OCT, 1968-Major William “Pete” Knight

wins the Harmon international aviator’s trophy for “exceptional individual piloting performance.” Knight holds the record for the world's speed record for a winged manned aircraft hitting Mach 6.2 in the X-15A-2. He is also one of the few pilots to earn Astronaut Wings by flying an airplane into space



(Credit: USAF)

20 OCT to 4 November 1934 — Sir Charles Kingsford-Smith and Capt. P. G. Taylor fly from Brisbane, Australia, to Oakland, California in a Lockheed Altair. This was the first eastward crossing of the Pacific Ocean. In 1928, Kingsford-Smith and his crew were the first to cross the Pacific westward.



Taylor and Smith in front of the Lady Southern Cross. (Credit: MAAS Collection)

21 OCT - 1947 – First flight of the Leduc 0.10. The forties and fifties were a golden age for experimental aircraft. The United States, Great Britain, the Soviet Union, and France vied for speed and altitude honors.



Leduc 0.10 at the Paris Air Museum

The Leduc 0.10 was one of the first ramjet powered aircraft. It had to be air-launched to start the ramjet. The fuselage was a double hull with the pilot ensconced in the central unit.

22 OCT, 1963 – A BAC One-Eleven crashed on a test flight. The crew, captained by noted test pilot Mike Lithgow were engaged in determining stability and handling characteristics in the approach to a stall.

The cause was a previously unknown phenomenon called a deep stall. At high angles of attack, the wings and the aft mount engine nacelles reduced the airflow over the T-tail to such an extent that recovery was impossible. Stick shakers and stick pushers were then incorporated into the One-Eleven and many other aircraft to prevent deep stalls.



BAC-111 on Display at Brooklands Museum

23 OCT, 1909 (USA) — Lt. Benjamin D.

Foulois took his first flying lesson from Wilbur Wright in a Model A Military Flyer at Fort Myers, Virginia. Foulois was a native Nutmegger, born and buried in Washington, Connecticut. He spent a good part of his career in a bitter rivalry with Billy Mitchell.



Foulois at the controls of a Wright aircraft. Experimental air to ground radio gear is visible on the left

24 OCT, 1919– Helicopter pioneer Frank Piasecki is born. He was the second man to fly a helicopter in the United States and his company produced a highly successful line of tandem rotor helicopters such as the CH-46 Sea Knight and the CH-47 Chinook.



Piasecki at the controls of his PV-2.



Piasecki next to his XHRP-1, the first tandem rotor helicopter.

25 OCT, 1940 – The prototype of the P-51 Mustang, the NA-73X is rolled out by North American Aviation. The aircraft was designed

by German immigrant Edgar Schmeud to meet the requirements set by the British Purchasing Commission who were desperate to acquire aircraft to fight the Nazis. It took North American an amazing 102 days from order tender to roll out.



The first of more than 15,000 Mustangs.



XP-51 at the Experimental Aircraft Association Museum



P-51A at Chino

Later, Schmeud was instrumental in the design of the F-86 Sabre, F-100 Super Sabre, and T-38 Talon.

26 OCT, 1931 – First flight of the iconic deHavilland DH.82 Tiger Moth prototype. The aircraft was adopted as a trainer by the British and Commonwealth nations. Close to 9,000 were built and around 300 are active today.



Tiger Moth at Play

In 1935, some Tiger Moths were converted to aerial targets to train anti-aircraft crews. The pilotless craft were radio controlled and designated as the Queen Bee and led to the popular name “drone” for unmanned aerial vehicles.



The Radio Controlled Queen Bee Target

27 OCT, 1909 — The first female U.S. air passenger, Mrs. Ralph van Deman is taken aloft by Wilbur Wright. Mrs van Deman was a friend of Katherine Wright. Her husband, an army officer, is credited with being the “father of U.S. military intelligence.

