



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://300TowerRd.com)  
<http://ct075.org>

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Issue 11.39

24 October, 2017

### CALENDAR

*See the Squadron Calendar for Meeting  
Details*

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

Only two weeks are left. The sale ends on Tuesday, 7 November. All orders must be in at that time. Lt Col Doucette and Maj Noniewicz are tracking orders and report that 102 cases have been sold.

### CADET MEETING

*24 October 2017*

Lt Drost led a "wingman" course which considered the question *Does Honor Matter*.

Lt presented a program which showed how one must take the initiative when faced with an unsafe situation, even if ordered to continue by a figure in authority.

### SENIOR MEETING

*24 October, 2017*

Lt Pineau led a wide ranging discussion on the methodology of the upcoming "ice patrol." Members used charts to study choke points, places where ice might hold fast and impede boat navigation.

A round table discussion was held about the mounting and centering the VIRB camera. The use of a plumb bob and a target on the ground was considered. The camera was turned on in the room and the imagery viewed. Maj Neilson suggested that pass over the runway at mission altitude might provide data to successfully determine the field of view.

Lt Pineau stated that he was in the process of preparing a check list for initializing, operating, and transmitting the data acquired.

## CTWG RIFLE SAFETY AND MARKSMANSHIP CLINIC

### FOUR RING TRAINING CIRCUS

In addition to the activities in the regular cadet and senior meeting, four different training courses also took place.

Maj Noniewicz worked with Cadets Hayden and Johnson on their Mission Staff Assistant qualifications.

Lt Col Rocketto instructed and evaluated SM Jennifer Thornell and Cadets Race, Martin, and Thornell in Introductory Communications User Training (ICUT).

C/SMSGt Benjamin Ramsey performed a double header. While working the Tuesday night CTWG Radio Net, he demonstrated radio procedures and documentation to the ICUT candidates. Lt Joanne Richardson also attended as a refresher.



*Ramsey Running Net Control*

Ramsey then worked with Lt Christina Trotochaud from the Danielson Cadet Squadron and did a detailed explanation of net procedures. Trotochaud will now instruct Danielson cadets so their squadron can participate in radio communication exercises.



*Tortochaud on the Mike and Ramsey on the Computer*

The second meeting of the Wing sponsored cadet rifle clinic during the current fiscal year was held at the Quaker Hill Rod and Gun Club on Saturday, 21 October. Thirty one cadets from five squadrons accompanied by nine senior members participated.

Fifteen cadets earned the NRA-Winchester Pro-Markman medal and two others completed the Markman stage. Twenty six of the cadets earned credit towards their next award.

So far this year, 60 Cadets from nine squadrons have received rifle safety and marksmanship instruction and qualified for 40 awards.

Thames River has three people in attendance: Cadet Cameron Wischman, C/Lt Col Daniel Hollingsworth, and Lt Col Stephen Rocketto. Hollingsworth coached the advanced shooters and Rocketto served as Range Safety Office.

The Montville High School Rifle Team, winners of two conference championships in the last three years, provided three coaches: Team Captain Daniel Hollingsworth, a Connecticut High School All-State member and holder of the NRA Distinguished Smallbore Rifle medal and expert level shooters, Brittany Andrews and Ashley Weekly.



*Hollingsworth points out the adjustment knobs on the receiver sight. (Photo courtesy of Lt Maurice Delage)*

Mark Wujtewicz, Chief Instructor of the Quaker Hill Junior Rifle Club and George Planeta, a member of the Connecticut State High Power team also contributed their services.

### **BRGHT PRESENTS CAP TO THE BPOE**

*20 Oct, 2017*

Lt Col Larry Bright gave a short presentation at the Groton Lodge of the Elks during their Law Enforcement Appreciation dinner. Some 200 to 300 people were present.

Bright discussed the missions and organization of the Civil Air Patrol and the programs offered to cadets and senior members. A question and answer session followed the presentation and CAP information/recruiting pamphlets were distributed.

### **PROMOTIONS AND ACHIEVEMENTS**

A prospective cadet, Silas Simmons, attended the meeting and observed cadet activities.

### **AVIATION HISTORY**

#### ***Outfield Fly***

***by Hap Rocketto***

***first published in Air & Space Magazine***

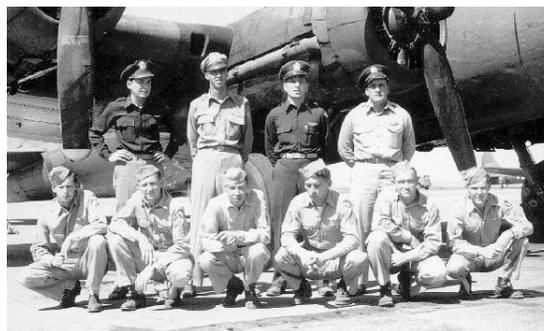
***August/September 1993***

The 1943 World Series had all the hallmarks of a classic. In a rematch of the previous year's antagonists, the St. Louis Cardinals would attempt to repeat their resounding win over the New York Yankees. The 1942 Cardinals had not been given much of a chance against the New York powerhouse, but with the batting of rookie Stan Musial and the pitching of Johnny Beazley they defeated a team that had won six league championships in seven years.

But the nation's war effort was gobbling up manpower at a prodigious rate. No one knew who might be playing ball in 1944, or if there would even be a 1944 season. It looked as if this might be the last great series for the

duration of the war, which is why the first game drew over 68,000 fans to Yankee Stadium.

As the teams took batting practice and the pitchers warmed up, four Army Air Forces B-17 bombers were droning toward New York City on their way to combat bases in England. At the navigator's station of *Thru Hel'en Hihwater* [42-39785], sat my uncle, Second Lieutenant Harold Rocketto of Brooklyn. Second Lieutenant Jack Watson was the pilot; the other bombers were piloted by Second Lieutenants Robert Sheets, Elmer Young, and Joseph Wheeler.



*Jack Watson Crew*

*(Back L-R) 2Lt Jack W. Watson (P), 2Lt John C. Doty, Jr. (CP)(POW), 2Lt Harold J. Rocketto (N) (KIA), 2Lt Vance Colvin(B)(KIA)*

*(Front L-R) Sgt William H. Fussner (RWG) (KIA), Sgt Fred H. Booth(BTG)(KIA), Sgt William H. Fussner (RWG)(KIA), Sgt Harry Romaniec (RO)(POW), Sgt Eugene R. Stewart (LWG)(POW), Sgt Samuel J. Rowland (E) (KIA)*

*Walla Walla, WA, 1943*

As Rocketto, a Brooklyn Dodgers fan, scanned the landscape trying to pick out boyhood haunts in the Bensonhurst section, the idle chatter on the intercom turned to the World Series. No one is sure what sparked the next move. Perhaps it was Rocketto's desire to seek revenge against the Yankees for their 1941 victory over the Dodgers. Then again, perhaps it was just the high spirits of young men facing

a dangerous future. Whatever the reason, the fans at Yankee Stadium were about to be treated to an impromptu demonstration of the nation's bomber force.

As the aircraft crossed the Hudson River, the pilots headed for the Bronx and put the formation into a shallow dive. Picking up speed, the bombers thundered over Yankee Stadium in a low pass from home plate to center field. After they climbed out the B-17s wheeled about and circled the field while Watson returned for an encore. He cleared the upper-deck flagpoles by a mere 25 feet, prompting the Associated Press to later report that "an Army bomber roared over Yankee Stadium so low that Slat's Martin could have fielded it." Watson then rejoined the formation and headed east.

"We knew we were heading for a combat zone and dropping in on the World Series seemed like a good idea at the time," Wheeler told a reporter months later. "The announcers must have thought it was part of the show because after we went over the first time we could hear them on the plane radio talking about the big Air Force review. We figured they were enjoying it so we turned around and came over a second time. We thought nothing about it until later when we found we had caused a sensation."



*B-17 Departs Yankee Stadium Over Outfield Facade*

New York mayor Fiorello LaGuardia, a World War I Army pilot, was watching as the bombers swooped overhead. LaGuardia initially appreciated the panache of the young men, but admiration quickly gave way to his greater duty as mayor. Outraged, he burned up the phone lines to the Army Air Forces brass. "That pilot should be properly disciplined, endangering the lives of the citizenry of New York in that manner," he fumed.

When they landed at Presque Isle Airfield in Maine, Watson and the three other pilots were confined to quarters while court martial proceedings were undertaken. They were released a few days later when the Army realized it was foolish to keep four badly needed aircraft and crews out of combat because of a youthful indiscretion. "Besides," a general told Watson, "you and your crew will probably be killed anyway."

Five days after the buzzing brouhaha the four aircraft continued their journey to England, each pilot's military record heavier by a letter of reprimand and his wallet lighter by a \$75 fine – no small sum to a second lieutenant back then.

Because of wartime news restrictions so tight that sports announcers were forbidden to comment on the weather lest the enemy pick up valuable intelligence, the buzzing incident went almost entirely unreported. The names of the crews were unknown to all but the authorities until three months later.

January 11, 1944, was one of the costliest days of air combat in history. Some 60 U.S. bombers were destroyed and more than 600 airmen were killed, wounded, or reported missing. On that terrible day, Watson, flying with the 303rd Bomb Group, single-handedly returned his badly shot-up and burning bomber to England. In a radio interview he brought up the stadium incident by voicing hope that the mayor of New York was not still sore at him.

After hearing the interview, LaGuardia sent Watson a message: "All is forgiven. Congratulations. I hope you never run out of altitude. Happy landings. We'll be seeing you soon."

*"Thank you, Mr. Mayor, and it can't be too soon for me." Watson replied, then added, "We'd sort of like to go back together some day and drop in on the Rose Bowl game."*

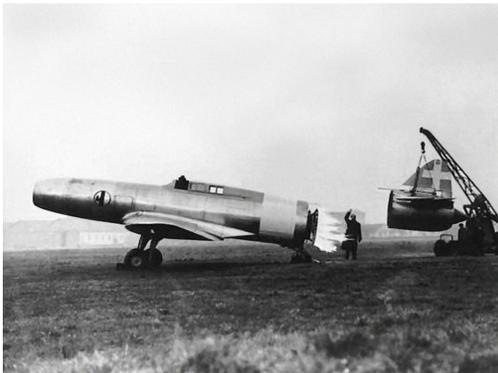
## AEROSPACE CHRONOLOGY

26 OCT, 1972 - Igor Sikorsky goes West.



*Always a fastidious dresser, aviator, Sikorsky adjusts his fedora before flying the VS-300.*

27 OCT, 1957 - Italian aircraft designer Giovanni Caproni goes West. Caproni developed a long line of successful aircraft between 1910 and WWII. One of his creations was the Campini N.1 powered by a motorjet in which a ducted fan driven by a piston engine compressed air and expelled in rearward for thrust. Fuel was then injected into the hot gas flow, ignited, and provided additional thrust.



*A test of the engine. The empennage has been removed and the flames from the ignited fuel is clearly visible. (Public Domain)*

28 OCT 1954 – First flight of the North American FJ-4 Fury. The Fury, built in Columbus, Ohio, was a navalized version of the F-86 Sabre and designed to operate off aircraft carriers.

29 OCT 1980 – A specially modified YHC-130 Hercules crashed during test but all crew members survive. The aircraft had a modified empennage and flaps and a tail hook and with equipped with 32 rockets in five pods firing downward, forward, and aft so that the Hercules could land inside a soccer stadium.

The project was code-named “Credible Sport” and was intended to be part of the mission to rescue the 52 U.S. citizens held hostage by the Iranians. The plan was to land inside the stadium, which was across the street from the U.S. Embassy in which the hostages were incarcerated. The aircraft would then lift out the former prisoners and their Delta Force rescuers.

During testing at Eglin AFB, the aircraft demonstrated a 150 foot take off run but crashed due to a misfire of the rockets on landing. The crew survived.

Go to:

<https://www.youtube.com/watch?v=WKCI31fAx1Q>

for a video about this project.



*The surviving YHC-130 on display at the Museum of Aviation, Warner-Robins, Georgia.*

OCT 30 1979 – Sir Barnes Wallace goes West.



A “Bouncing Bomb” affixed to the bomb bay of a Lancaster Bomber. (Credit: Royal Air Force Archives)



Archives)

Wallis was a talented engineer who accomplished included the successful R100 dirigible and the application of geodetic structures to aircraft. He is most famous for inventing the “bouncing bombs” used in the WWII Dam raids and the giant six ton Tallboy and 10 ton Grand Slam “earthquake bombs.



Lancaster Dropping a “Bouncing Bomb”



The R100 moored at Montréal Saint-Hubert Longueuil Airport after a successful trans-Atlantic flight. (PD)



Loading a “Tall Boy. The bomb was used to sink the German battleship Tirpitz. Credit: RAF Bomber Command)

OCT 31, 1956 – A U.S. Navy Douglas R4D-5L Skytrain became the first aircraft to land at the South Pole.



Flak damage exposes the geodetic structure of a Vickers Wellington. (Credit: Imperial War Museum)



The ski-equipped Que Sera Sera on display at the Museum of Naval Aviation, Pensacola.