



Missions for  
America  
*Semper vigilans!*  
*Semper volans!*

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

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21 November, 2017

**CALENDAR**

*See the Squadron Calendar for Meeting  
Details*

24 NOV-Orientation Flights  
28 NOV-TRCS Meeting  
02 DEC-CPR/First Aid Course-Salem  
05 DEC-TRCS Meeting  
09 TRCS SAREX  
  
12 DEC-TRCS Meeting  
16 DEC-Wreaths/Elks  
19 DEC-TRCS Meeting/Holiday Party  
  
02 JAN-TRCS Meeting  
09 JAN-TRCS Meeting  
16 JAN-TRCS Meeting  
23 JAN-TRCS Meeting  
30 JAN-TRCS Meeting

**CADET MEETING**

*14 November, 2017*

Last Saturday's CTWG TRANEX was debriefed. (See article below.)

Major Bourque presented an aerodynamics less on based upon Module One of the Cadet Aerospace Dimensions text.

C/SMSGt Benjamin Ramsey worked the CTWG radio net with Cadets Munzer and Thornell. A lesson on using the computer to enter the communication logs on the mission website taught after the net shutdown.

**SENIOR MEETING**

*14 November, 2017*

Maj Noniewicz and Lt Col Rocketto gave an after action reports on Sunday's TRANEX. The reports discussed problems encountered, successes achieved, and lessons learned.

**SAREX**

*18 November, 2017*

The Search and Rescue Exercise conducted on Saturday postulated a Nor'easter striking Connecticut causing flooding and storm damage. Flooding and fallen trees blocked access roads. Electrical power and communications were seriously impaired. Emergency service authorities requested CTWG to assist in the assessment of damage to critical infrastructure and private property.

Twelve TRCS members attended. Maj Noniewicz worked with the air branch staff. Lt Col Doucette, Major Neilson, and Lts Pinault, Spreccace served as air crews. Maj Bourque led a ground team on a search for an emergency locator beacon. Lt Col Rocketto assisted the TRCS cadets in enrolling in lessons for mission staff assistant, mission radio operator, and ground team member. Rocketto also supported the classwork in aerial photography.

Cadets Martin, Race, Munzer, Thornell, and Wischman worked on varied tasks, manning the radio room and keeping the status board board up-to-date.



*Cadets Munzer, Thornell, and Race listen to Lt Col Hull as he explains a fine point about the upkeep of the status board.*

Cadet Martin said that he learned a lot and after attending a ground school training session indicated a desire to achieve a ground team rating.



*Cadet Martin manning the radio.*



*Chained to a computer, Cadet Wischman spent two hours logging incoming and outgoing radio messages.*

Several senior members from the incident command staff and the operations staff commented on the eagerness, skill, and department of our cadets. One senior member especially noted the quality of their work and their enthusiasm in carrying out assigned tasks.

## ACHIEVEMENT AND PROMOTIONS

Deputy Director of Cadets, Lt Steven Schmidt, received a commendation ribbon for his excellent organization and operation of the squadron's cadet program.

SM Jennifer Thornell received her membership ribbon.



## CURRENT EVENTS

### *Thanksgiving Turkey*

The Society of the Cincinnati was formed in 1783 by former officers of the American revolutionary army. They took their name

from the Roman Lucius Quintus Cincinnatus who, on two separate occasions when Rome was threatened, was granted absolute power by the Senate. He successfully resolved both crises by military and political means, and the, immediately resigned office and returned to his farm. Would the professional politicians of today follow this noble example.

Anyway, the Society adopted the bald eagle as part of their insignia. In a 1784 letter to his daughter, Benjamin Franklin noted that the emblem more resembled a turkey than an eagle and opined:

*For my own part I wish the Bald Eagle had not been chosen the Representative of our Country. He is a Bird of bad moral Character. He does not get his Living honestly. You may have seen him perched on some dead Tree near the River, where, too lazy to fish for himself, he watches the Labour of the Fishing Hawk; and when that diligent Bird has at length taken a Fish, and is bearing it to his Nest for the Support of his Mate and young Ones, the Bald Eagle pursues him and takes it from him.*

*With all this Injustice, he is never in good Case but like those among Men who live by Sharping & Robbing he is generally poor and often very lousy. Besides he is a rank Coward: The little King Bird not bigger than a Sparrow attacks him boldly and drives him out of the District. He is therefore by no means a proper Emblem for the brave and honest Cincinnati of America who have driven all the King birds from our Country...*

*I am on this account not displeased that the Figure is not known as a Bald Eagle, but looks more like a Turkey. For the Truth the Turkey is in Comparison a much more respectable Bird, and withal a true original Native of America... He is besides, though a little vain & silly, a Bird of Courage, and would not hesitate to attack a Grenadier of the British Guards who should presume to invade his Farm Yard with a red Coat on.*

By coincidence, while ambling through the woods today, the *Coastwatcher* Editor came upon a flock of wild turkeys. Yes, they can run faster than he could run and he was so hungry. And they can fly higher in a tree than he could climb. So tomorrow he must be satisfied with his annual pilgrimage to Westerly where

Margaret, his loving sister-in-law, will give him the bird (and side dishes) and later, provide a doggy bag to him take home to his modest bachelor digs.



*Lean, Mean, Semi-Flying Machines*

The domestic butterball (registered trademark?) suffers from a weight if not a balance problem and is more like a kiwi or penguin than an albatross so we doubt that the domestic bird can "slip the surly bonds of earth."



*Fat, Sassy, and Fit for the Oven*

## **AEROSPACE HISTORY**

### *Aircraft Called Turkeys*

Coincidentally, two US naval aircraft, both Grumman's, have both been called Turkeys by the cognoscenti: the WWII TBF Avenger and the Cold War F-14 Tomcat.

The Avenger, a torpedo bomber, was the largest single engine aircraft to fly from the small escort carriers. The name was "turkey" was affectionately applied due to its massive size and poor maneuverability compared to the agile F4F Wildcat fighter with whom it often shared a roost.



*Avenger  
Based at  
Westerly  
Airport.*

*Lt. Cmdr  
Stuart  
executing the  
first Avenger  
landing on a  
Royal Navy  
aircraft*



The Tomcat, in flight a variable sweep wing missile carrying fleet protection aircraft, seems to have gotten its 'turkey' label from its appearance on final approach to the carrier. Flaps and leading edge slats protruded from the normally swept wing. The aft end is marked by speed brakes, the all-moving tailerons, and an extended tail-hook. And jutting from the bottom is the heavy duty landing gear and gear doors. Truly a hydraulic, electrical, mechanical marvel to behold.



*Tomcat on Final (Credit: US Navy)*

*And Turkeys Aloft in the Passenger Cabin*

A year ago a passenger boarded a Delta Airlines Flight accompanied by a turkey, listed as an emotional "support animal." The passenger possessed the necessary documentation from a mental health

professional certifying the status of the bird.



*Picture taken  
by an  
unattributed  
photographer*

And the bird flew for for free in its own seat. However, it was restricted from strolling in the aisles or take up seats near the emergency exits. The "supported" passenger is responsible for disposal of the turkey's droppings.

The 1986 Air Carrier Access Act requires airlines to honor requests to fly "support animals" and allows fines of up to 150,000 for violation of the law.

**HAPPY THANKSGIVING TO ALL! DO NOT EAT MORE THAN YOU CAN LIFT!**

*Marianas Turkey Shoot*

And the turkey, in its most awkward and vulnerable form lent its name to the Marianas Turkey Shoot. The U.S. forces mauled the Imperial Japanese Navy in the Battle of the Philippine Sea, June, 1944.

Superior aircraft and pilots, the proximity fuse, and submarines resulted in a disproportionate ration of losses. The Japanese had three fleet carriers and two oilers sunk and lost some 600 aircraft. Personnel mortalities exceeded 3,000. The Japanese naval air arm ceased to exist as a viable fighting force.

The United States lost 123 aircraft and 109 airmen and sailors.

The overwhelming “kill count” by the Navy pilots led a pilot from the USS Lexington to say “This is like an old-time turkey shoot!”

*Ace Movie Actor*

**Wayne Morris, Lt. Cmdr, USNR**



*(Credit: US Navy)*



Wayne Morris starred in a number of films between 1935 and 1941 sharing the screen with the likes of Edward G. Robinson and Ronald Reagan. His first film was *China Clipper* starring Humphrey Bogart in which he played the navigator on the flying boat.

In 1940, he starred in *Flight Angels* and became interested in becoming a pilot. Morris joined the Navy and was commissioned ensign, USNR and designated a naval aviator in 1942.

He served with VF-15, commanded by David Campbell, the Navy's all time ace and winner of the Medal of Honor. Campbell was also his brother in law.

VF-15 flew off the *USS Essex* during the time Morris served with them and logged 57 combat missions and shot down seven Japanese aircraft.

After the war, his acting career took a downward turn and he found roles in a number of B-grade westerns. His best role during that time was that of the cowardly Lt. Roget in *Paths of Glory*.

Morris died with his flight suit on. While observing operations aboard the *USS Bon Homme Richard*, he suffered a heart attack and is buried in Arlington National Cemetery.

## AEROSPACE CHRONOLOGY

22 November 1909 – The Wright Company is incorporated. Wilbur Wright is president and Orville is vice president.



*Corporation Executives!*

### *Bad Month for Aircraft Hijacking*

23 November, 1985 – Egypt Air Flight 648 a Boeing 737, is hijacked by Palestinian terrorists. The aircraft lands on Malta. Egyptian special forces attempts a rescue but over half of the passengers die in the failed assault.



*(Photo Credit: Torsten Maiwald)*

23 November, 1995 – Ethiopian Air Lines Flight 961, a Boeing 767, is hijacked over Africa by three Ethiopian dissidents who demanded to be flown to Australia. They do not believe the pilot when he states that they do not

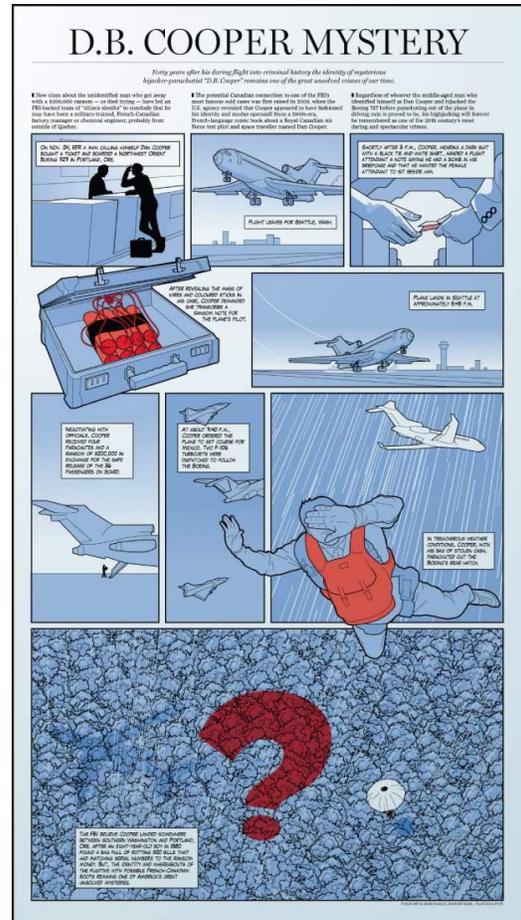
have enough fuel for the journey. The aircraft runs out of fuel and ditched just off the island of Grand Comore, Comoros Island archipelago. Two thirds of those aboard die including the hijackers.



*A spectacular series of pictures taken by a tourist on a nearby beach.*



*The 727 at Sea-Tac Awaiting Deliver of Ransom*



*Cooper's modus operandi as featured in the National Post*

24 November, 1971 – Northwest Orient Flight Airlines Flight 305, a Boeing 727, is hijacked by a man known only as D. B. Cooper. He demands a ransom of \$200,000 and four parachutes.

The ransom is delivered and Cooper directs the pilot to fly south no higher than 10,000 feet at 100 knots, flaps at 15 degrees, landing gear extended and the cabin depressurized. Cooper opens the aft air-stair and bails out near Mt. St. Helens.

No trace of Cooper is ever found and none of the ransom money is ever spent although a roll of the ransom money is found near the Columbia River.



*(Credit: Bettman Archives/Corbis)*

After a series of copy-cat hijackings, the Federal Aviation Administration mandates a device, known as the “Cooper Vane” which prevents the air-stair from lowering during flight.

25 November, 1973 – KLM Flight 861, a Boeing 747 is hijacked over Iraq by three Arabs which the Arab National Youth Organization later takes credit. The aircraft lands in Malta and most of the passengers and stewardesses are released. The aircraft then proceeds to Dubai. The hijackers release the remaining passengers and crew when they a guaranteed safe passage our of the United Arab Emirates.



(Photo Credit: Pedro Aragão)

*And Now a Hero*



(Photo Credit: USAF)

26 November, 1968 – A USAF UH-1E flown by Captain James P. Flemings rescues a Special Forces unit from certain death or capture. Fleming is awarded the Medal of Honor. His citation reads, in part:

*For conspicuous gallantry and intrepidity in action at the risk of his life above and beyond the call of duty...went to the aid of a 6-man special forces long range reconnaissance patrol that was in danger of being overrun by a large, heavily armed hostile force....Hostile fire crashed through his windscreen as the patrol boarded his helicopter...Capt. Fleming made a successful takeoff through a barrage of hostile fire...Capt. Fleming's profound concern for his fellowmen, and at the risk of his life...are in keeping with the highest traditions of the U.S. Air Force and reflect great credit upon himself and the Armed Forces of his country.*

November 27, 1944 - First flight of the XF8B. The aircraft was designed as a multi-role warplane, fighter, interceptor, dive bomber, torpedo bomber, or level bomber. Only three were built. The end of the war and the advent of jet propulsion spelled fini for this 'jack-of-all trades”



(Photo Credit: US Navy)

28 November, 2005 – A 23 year production run ends when the last of the Boeing 757s is delivered to Shanghai Airlines.

## CORRECTIONS AND COMMENTS ABOUT THE LAST ISSUE



Carl Stidsen has noted that the #1 D-558-2 Skyrocket is at Chino, not the NASM-Mall. The Washington museum has the #2 Skyrocket.



#1 at Chino

29 November, 1945 – Dmitry “Jimmy” Viner, nephew of Igor Sikorsky, and Capt. Jack Beighle, USAAF, fly an R-5 helicopter from the Sikorsky plant and saved two crewmen from a barge aground off Fairfield, Connecticut. This is the first air-sea rescue in history.



#2 at NASM



Stidsen also conveyed some interesting facts and speculations about the two day flight made by a B-47 in 1954. His edited comments appear below:

*Insofar as alternates for the record B-47 flight. We didn't have any B-47 bases other than in UK or North Africa back in '54. So, the crew bounced between weather fronts, their landing sites being IFR by the time they got there.*

*Insofar as sanitary arrangements, I suspect the crew chief kept a bucket aboard (covered, I hope) for such emergencies. There may have been a chemical toilet in the navigator's position in the nose.*

*Food? Probably some emergency K-Rats stashed in the same bucket.. The pilot/co-pilot probably exercised occasionally in the walkway on the left side of the pilot's pedestal (maybe even stretched out and grabbed some quick zzz's ). But that's just a guess.*



*Photos from the Sikorsky Archives show the R-5 hovering over the barge and lowering the barge captain to safety, The pictures were taken by a bystander on the beach.*