



Missions for
America
Semper vigilans!
Semper volans!



*Mt. Suribachi Flag
Raising*
(Photo Credit: Joe Rosenthal)

The Coastwatcher

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12 December, 2017

CALENDAR

16 DEC-Wreaths/Elks
16 DEC-Squadron TRANEX
17 DEC-TAMSG Party
19 DEC-TRCS Holiday Party-SM Martin is
point of contact
26 DEC-No TRCS Meeting
29 DEC-TAMSG Tour

02 JAN-TRCS Meeting
09 JAN-TRCS Meeting-Blue/Award Ceremony
16 JAN-TRCS Meeting
23 JAN-TRCS Meeting
30 Jan-TRCS Meeting

CADET MEETING

12 December, 2017

C/LtCol Daniel Hollingworth instructed the cadets on the correct protocol for raising and lowering the national ensign.

SM Guilliams and 2dLt Schmidt offered a Wingman Course which covers basis CAP issues such as safety and the cadet protection program..

Capt James Steer from the Wing communications staff engaged in a question and answer session with the cadets.

SENIOR MEETING

12 December, 2017

Maj Farley discussed the successful achievement of most of the annual goals.

Lt Col Doucette warned about the imminent very cold weather and delivered a short safety briefing on driving during icing conditions.

The officer were acquainted with the new requirements for launching a flight which includes the new ORM requirement and the changed status of flight release officers.

Capt James Steer spent some time in a question and answer session with the officers. Topics covered included digital communications, a clarification of the use of Guard, Statewide, and Air channels when flying, the possibility that a high frequency radio will become part of our communications suite and training to use an airborne repeater in a "high bird" mission.

CADET SQUADRON REPORT

submitted by

Lt Steven Schmidt, Deputy Commander-Cadets

Four new cadets have joined since the beginning of our fiscal year and all cadet leadership and staff positions have been filled for the coming year.

Ninety-two percent of the cadets have participated in at least one orientation flight and are also GES qualified. Over half the cadet squadron have completed Introductory Communications User Training.

Six special training sessions or community participation events were held in the past month outside of the normal cadet meeting time.

CURRENT EVENTS

“High Birds” Bound For Puerto Rico

The Federal Aviation Administration has approved a request by AT&T to use an unmanned aircraft to help restore telephone service in Puerto Rico.

The drone is a Pulse Vapor 55 and carries electronics which allow cellular phone call to be relayed. Its operating altitude of 200 feet covers an area of 40 square miles.



Pulse Vapor 55 On Its Tether

Another company, Alphabet is engaged in discussions with a number of federal agencies to launch “Project Loon,” an effort to launch balloons which will provide communication links for LTE phones.

A Loon balloon is designed to cruise in the

stratosphere carrying an array of electronic relaying equipment. They will be launched in series and the plan is to deploy enough balloons so that the area to be serviced will always be within range of one of the relays. Expected coverage is 16,000 square miles. The balloons are tracked using GPS and are recoverable



Loon ascending. As the atmospheric pressure drops, the helium inside the envelope will expand and at cruising altitude, the shape of the balloon will be an oblate spheroid.

SOME NOTES FROM OUR READERS

Skiff on the Oldest Aircraft in the Military Inventory

SM Jim Skiff commented on the Navy Test Pilot School's DHC-3 Otter featured in the last issue. He wrote that he actually flew that same airplane back in the 70's.

...we would take F-100F's to Pax River for test pilot candidates final task to write a report on an aircraft with which they were unfamiliar. They got 4 rides with us in the back and I was able to snivel rides in the front/left seats of the TA-4, T-2 and Otter. The Otter was their bad flight characteristic platform, adverse yaw and such.

LtCol Stidsen's picked up a typo in the “*Repulse-Prince of Wales*” feature. The Betty bomber is the G4M, not the G5M as incorrectly stated.

Miller Models

Thames River's Captain Ed Miller is a retired aeronautical engineer with a deep interest in aviation history. He is also an enthusiastic scale

model builder. Notably, most of his models are to the same scale and often carry the markings and paint scheme of specific historic aircraft.

He reacted to the short piece about the sinking of the *Repulse* and *Prince of Wales* by submitting his models of The Japanese “Betty” and “Claude” attack aircraft pictured below..



Stidsen on the P-63 Pinball

Stidsen also commented on the piece about the Bell P-63 Kingcobra. The aircraft depicted at the Museum of the USAF was a P-63E which was refurbished and modified and painted to tell the story of the airborne target program. The original aircraft carried the serial number 43-11728 but the displayed aircraft displays the actual serial number of the RP-63G, 42-69554.

AEROSPACE HISTORY

*Notes on Some Past CTWG Aircraft
submitted by
LtCol Carl Stidsen, CTWG Historian*

Last week's piece on the first flight of the T-34 Mentor awakened memories of former CTWG aircraft. In the late 60's, two Mentors were allocated to CTWG by National. They were issued

to a senior squadron based in Bridgeport who called themselves the "Dark Sharks" and painted shark mouths (*a la* Flying Tigers) on the nose of the T-34's.

The T-34 was a lot of airplane for the average general aviation pilot of the time, with a reputation for killing the unwary. As such, its use in CTWG was restricted to CFI's only, one Squadron only (the "Dark Sharks") and absolutely no aerobatics, especially at low altitude since it tended to lose a lot of altitude doing barrel rolls.

So, in the course of a few years, both T-34's crashed, killing 4 CFI's. Both accidents are said to have occurred while doing low altitude aerobatics over Long Island Sound. With no more airplanes to abuse, and a uniquely terrible safety record, the Sharks were disbanded.



This left CTWG with two airplanes, a DeHavilland Canada Beaver, and a Cessna L-19/O-1 Bird Dog, both of which required 500 hours of tailwheel time (per Wing Regs). I vaguely recall we might have had an Aeronca L-16, in the late 1950's/early 60's but cannot verify. Regardless, only two pilots in CTWG qualified under the tailwheel time requirement, both former USMC Pilots who had flown F4U's during the War.

CAP L-16



*CAP Beaver
(Credit: Neil Aird)*

CAP L-19 in front of CAP HQ, Maxwell AFB



the Let L-23 Blanik (>3000) and the Hamburger Flugzeugbau HFB 320 Hansa Jet (47 units).



Let 23

CTWG did not get its first nose-wheel airplane (a Cessna 150) until 1976, or so, when the Beaver was recalled to National and transferred to Alaska Wing. The Bird Dog was later recalled to National and given to another wing out west. We got a tired 172 which had the wrong sized battery for the electrical system. If you could not start it the first time, the battery was dead.). Ah - the good old days.....).

*Hansa Jet
(Credit
JetGalore.com)*

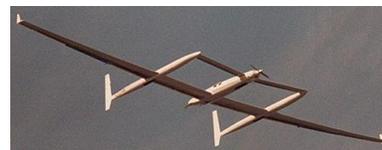


AEROSPACE CHRONOLOGY

13 DEC 1984 – First Flight of the Grumman X-29 FSW (Forward Swept Wing) research aircraft. As Father Rocketto oft reminded me, “There is no free lunch.” So the advantages of FSW need be contrasted with the disadvantages.



14 DEC 1986 – Rutan's Model 76 *Voyager* departs Edwards Air Force Base for the first unrefueled circumnavigation of the earth, 26,366 miles in a little over nine days. Designed by aeronautical genius Bert Rutan and flown by his brother Dick Rutan and Jeana Yeager (no relationship to Chuck Yeager).



The aircraft suffered near disaster on take-off when its wingtips brushed the runway surface. Once in flight, the damaged tips were broken off by sharp aerodynamic maneuvering and the flight continued. See video at the sites below:

FSW have good lift/drag ratios and are efficient at low speed. Consequently, fuel burn is low as is the cost of operation. But more importantly, at high angles of attack, their stall speeds are lower.

But there is a price to pay. As speed get higher, FSW aircraft becomes less stable and the control movements are unharmonized.

A few FSW aircraft reached production, notably



<https://www.youtube.com/watch?v=jyRGNcbeS7o>
<https://www.youtube.com/watch?v=M6Kd9zJEucM>

15 DEC 1979 – Artem Mikoyan goes West. Mikoyan partnered with Mikhael Gurevich to produce the successful MiG series of Soviet fighters.



Armenian Stamp Honoring Mikoyan



Chinese MiG-15s fought U.S. F-86 Sabres in Korea.

The MiG-19 was comparable to the F-100 Super Sabre. This aircraft bears Iraqi markings.



The MiG-21 was a formidable adversary of the USAF and Navy flyers in Vietnam.

This Iraqi MiG-25, an F-15 equivalent was buried in the desert to conceal it from U.S. forces.



(Credit: USAF)

16 DEC 1980 – Douglas Campbell goes West. Campbell was the first American trained aviator flying in an American air unit to achieve ace status. He and Quentin Roosevelt, son of Theodore, dropped out of Harvard to enlist when the United States entered WWI.



Campbell flanked by two fellow aviators from the 94th Aero Squadron.

17 DEC 1944 – USAAF Major Richard Bong logs his 40th and final aerial victory. Bong flew a Lockheed P-38 Lightning in the Pacific Theatre. Bong was killed on August 6, 1945 while testing a Lockheed P-80 Shooting Star, the first U.S. operational jet fighter.



One of Bong's flight instructors was Barry Goldwater.



Not the usual pin-up! Marge was Bong's girlfriend and later his wife. He said that she "looks swell, and a hell of a lot better than these naked women painted on most of the airplanes."

18 DEC 1947 – First Flight of the Chase YC-122 Avitruc. The Avitruc was designed by the notable Russian emigre engineer, Michael Stroukoff.

It had an interesting antecedent and descendent. The antecedent was the Chase CG-14 cargo glider.



Gravity Power
(Credit: San Diego A&S Museum)

A scrapped CG-14 fuselage was the fuselage of the YC-122.



Piston Power
(Credit: USAF)

And ultimately the fuselage of one of the 18 Avitruacs built was used to construct the Hiller X-18, a vertical take-off tilt-wing experimental aircraft.



Turbine Power

19 DEC 1928 – Harold Pitcairn flies his first autogiro. Pitcairn produced a well known line of fixed wing aircraft. He purchased a license from the Spaniard, Juan de la Cierva y Codorníu, 1st Count of De La Cierva, to use his very full name to construct autogiros which De la Cierva invented



Pitcairn made the first aircraft landing on the White House Lawn.

The autogiro is a aircraft which uses a engine to produce thrust, just like a normal aircraft. However, it is equipped with unpowered rotor blades. On the airspeed is sufficient, the blades rotate and produce lift and helicopter-like performance.

20 DEC, 1954 – The Convair YF-102 Delta Dagger makes it first flight at Edwards Air Force Base flown by Chuck Yeager. The F-102 was derived from the delta wing XF-92 based in large part of research conducted by Alexander Lippisch



Delta Dagger on Display at Bradley ANG Base

The “Flying Yankees,” Connecticut's own Air National Guard outfit flew this interceptor from 1966-1967. The “Flying Yankees,” now known as the 103rd Airlift Wing, is the third oldest Air National Guard unit.



The 103rd's patch celebrates the flight of Capt. Joseph Wadsworth, who saved the Royal Charter from seizure by the agents of King James and hid it in the Charter Oak.