



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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Issue 12.02

10 January 2018

13 JAN-Squadron UDF Training 0900
16 JAN-TRCS Meeting
20 JAN-Squadron UDF Training 0900
23 JAN-TRCS Meeting
30 JAN-TRCS Meeting-5th Week

12-16 FEB-ICS 300/400 Course-Mystic
17 APR-MIT/Hartford Club-Geophysics topic



EAKER AND MITCHELL CEREMONY

09 January, 2018

Two Cadets were honored at an awards ceremony held by the Thames River Composite Squadron, Civil Air Patrol. Daniel S. Hollingsworth received the General Ira C. Eaker Award and promoted to cadet lieutenant colonel. Cadet Ryan P. Schantz received the General Billy Mitchell Award and promoted to cadet second lieutenant.

To qualify for the General Ira C. Eaker Award, Hollingsworth had to complete an 18 step program demonstrating proficiency in leadership, physical fitness, and aerospace education. He also had to attend Cadet Officer School and pass a rigorous speech and writing requirement.

Hollingsworth is a Montville resident and has been a member of the Thames River Composite Squadron for almost five years. During that time, he has distinguished himself, earning two Commander's Commendations and an Achievement Award. In 23017, Hollingsworth was the Honor Staff Cadet Officer at the Connecticut Wing summer encampment and was selected for the Air Force Association Outstanding Cadet Award. He is qualified as a search and rescue team member with endorsements for both urban and non-urban environments. At present, he is a candidate for the Class of 2022 at the United States Military Academy.

An avid athletic competitor and leader in his chosen sports, Hollingsworth is captain of both the Southeast Soccer Club and the Montville High School Rifle Team. Both teams have earned conference and league championships under his leadership.

Cadet Lieutenant Colonel Hollingsworth also volunteers at the Otis Library's Children's Summer Reading Program and referees for local youth soccer matches.



C/Lt Col Hollingsworth with Senators Osten and Formica and Representatives France and Ryan

Schantz lives in Gales Ferry, is home schooled, and has been a member of the Thames River Squadron for three years. He is cadet deputy commander and has served as the cadet safety officer. His outstanding work in both posts was recognized with the award of an achievement ribbon.

Only five percent of CAP's cadet corps earn the Mitchell Award. Schantz completed an eight step program in leadership, aerospace education, and physical training which culminated in practical demonstrations of ability and a 100 question test.

Schantz is an altar server at Our Lady of Lourdes Church and a volunteer during the Knights of Columbus Lenten fish fries. He also works as a part-time landscaper.



C/2d Lt Schantz with Representative France and Ryan and Senators Osten and Formica

Both cadets were honored by the Connecticut State Legislature and were presented citations.

The meeting concluded with light refreshments.

COASTWATCHER GUARDIANS

Errata Section

The *Coastwatcher* Monitor Crew had a field day with issue 12.1.

First, the new TRCS Cadet Commander was misidentified. He is C/SMSgt Daniel Ramsey.



C/SMSgt Daniel Ramsey accepts command of the Thames River Composite Squadron. Squadron Commander Scott Farley passes the flag symbolic of the command change. Former commander C/LtCol Daniel Hollingsworth and Guidon C/TSGt Christopher Munzer stand at a attention.

We also received the following note:

Your most recent issue has a most egregious error, unbecoming of a publication of your august status.

The United States' most continuous maritime service is the US Coast Guard, that hard core about which the US Navy coalesces around in time of war. It proudly displays 47 battle streamers starting with the Maritime Protection of the New Republic streamer through the current imbroglios in the Middle

East. Streamers include, Operations Against West Indian Pirates, Indian Wars, African Slave Patrol Campaign, and, most pointedly to your myopic historic slight and oversight, the Asiatic-Pacific Campaign streamer.

Proof of participation in the battles in the Solomon Islands, begun exactly six months after the Day of Infamy, is Douglas Albert Munro. The only member of the United States Coast Guard to have received the Medal of Honor. It was awarded posthumously for his actions as officer-in-charge of a group of landing craft on September 27, 1942, during the September Matanikau action in the Guadalcanal campaign.

Yours, with umbrage,

Coast Watcher Feature Writer and Coast Guard groupie

PS: What of Arthur Reginald Evans, DSC an Australian Coastwatcher who played a significant part in the rescue John F. Kennedy and the rest of the survivors of PT-109? When asked about the job he reportedly replied, "It's a lonely job, if he's found, that's how he's going to die".

TRAINING AVAILABLE

ICS 300, ICS 400, Command and General Staff Certificate Courses

Where: Old Mystic Fire Department St. 1-21
North Stonington Rd - Mystic, CT 06355

When: February 12th 2018 – February 16th 2018 -
0800 - 1630

Captain Keith Richards at krichards@omfd.org

AEROSPACE HISTORY

Engines on the Tips of Wings Part II

Issue 11.41 (14 November, 2017) of *The Coastwatcher* contained the first part of series of articles entitled "Engines on the Tips of Wings." The preface to the article stated that engines have been mounted in many ways: buried in the fuselage, on pylons under or over the wings, on the leading edge or trailing edge of the wings, and aft mounted on the fuselage. But one of the most unique and rare methods is to mount the engines on the tips of the wings.

The series is comprised of three parts. Part One was published in the 11.41 issue and discussed helicopters with power plants mounted on the tips of their rotors. Keep in mind that a rotor is a rotating wing. Part Two, in this issue, examines the engines mounted on the tips of aircraft with fixed wings. Part Three will take a look at aircraft which employ swiveling engine nacelles and tilt wing aircraft.

Ramjets on Fixed Wings

Ramjets require a relatively high speed to force air into their combustion chambers to get ignition. This requires an air launch from a carrier aircraft or slinging the vehicle off a ramp, a method used by the German's V-1. Another answer to attaining sufficient speed for ignition is to attach the ramjets to an aircraft which uses a separate type of power plant to attain the speed necessary. At least two experiments were carried out.

The Marquardt Corporation used an F-80 as a testbed for its line of ramjets. The F-80 Trijet first flew in December of 1947. Around 100 flights were flown using 10 inch and 30 inch diameter engines. The Marquardt ramjets supplied enough extra power so that the pilot was able to shut down the J33 turbine and fly at a reported speed of 500 mph on ramjet power alone.



The F-80



The P-51

Maquardt ramjets also appeared on the wings on a North American P-51 Mustang. The ramjets were light in weight and could supply as much power as a turbojet weighing ten times more.

Turbojets on Fixed Wings

France's SNCASO launched an ambitious project to build a supersonic interceptor. The SO.9000 Trident was powered by a rocket engine contained in the fuselage and turbojet engines mounted on the wing tips. The additional power supplied by the rocket enabled the aircraft to reach its operational altitude quickly. Only two aircraft were built, one of which climbed to 78,000 feet in record time.



Trident on display at the Musée de l'air et de l'espace, Paris-Le Bourget

In 1959, the Soviet Union's Myasishchev Design Bureau produced the M-50 Bounder. Planned as a supersonic strategic bomber, the M-50 was equipped with four turbojets. Two were equipped with afterburners and hung on pylons under the delta wing. The other two were carried on the wing tips. The thin wings could contain no fuel and the fuselage tanks were inadequate. As aircraft aficionados say, the Bounder had "short

legs," a definite negative for a strategic bomber.

Soviet long range bombardment doctrine favored intercontinental ballistic missiles so only a single example of the Bounder ever flew.



The Bounder was a large aircraft. Compare it with the two MiG-21 escorts.

The versatile C-123 Provider joined the family of aircraft with wing tip engines, probably the last of a series of modifications of this extraordinarily interesting aircraft. The aircraft was originally designed as an assault glider by Chase Aircraft and subsequent modifications equipped it with two piston engines and another variation has four turbojets mounted in two pods under the wings.

The production of the definitive version of the C-123 was carried out by Fairchild Aircraft. The original twin piston design, somewhat underpowered, was modified with an auxiliary turbojet under each wing.

But Fairchild also produced a company manufactured turbojet which they then installed on the wing tips of about a dozen ski equipped C-123Bs. The aircraft, designated as C-123K, serviced remote radar sites in Greenland. They were then transferred to the Alaska Air National Guard. The Federal Aviation Administration employed two of them in their Alaska Region but replaced the Fairchild jets with the Continental J-69.



One of the FAA's C-123 K aircraft

Nord's Model 2508 Noratlas, a twin engine flying boxcar, used a similar system, mounting auxiliary jet engines on the wingtips. Four different marks of the Noratlas used this arrangement and they served both in the military and in civil aviation.



Portuguese Air Force Noratlas

The Dornier 31 was a VTOL cargo plane. A vectored thrust turbofan was mounted inboard on each wing. The wing tip nacelles each housed four engines which only produced lift forces, The arrangement provided a capacious cargo hold but the wing tip engines gave rise to drag and weight penalties which reduced the range and useful load of the aircraft. Three units were built and tested before the project was cancelled.



The Do 31 had ten engines. Two Rolls-Royce Pegasus turbofans under the wings supplied thrust. Each of the nacelles on the wing tips house four Rolls-Royce RB 162s and only provide lift. The four ports visible are intakes.

AEROSPACE CHRONOLOGY

11 JAN, 1945-Capt. William A. Shomo sets the USAAF record when he shoots down seven Japanese aircraft in a single engagement.



Shomo is his F-6D, Snooks 5. The F-6D was the photo-reconnaissance version of the Mustang.

12 JAN, 1916 – German aces Max Immelmann and Oswald Boelcke are the first pilots awarded the *Pour le Mérite* ("the Blue Max")



Immelmann and Boelcke

13 JAN, 1943 – Flying a Grumman Wildcat from Henderson Field, Guadalcanal, Maj. Joe Foss shoots down three Zeros bringing his victory count to 26, all achieved in the previous three months. He was awarded the Medal of Honor.



After the war, Foss went on to be a brigadier general in the South Dakota Air National Guard, Governor of South Dakota, President of the National Rifle Association and the first Commissioner of the American Football League.

14 JAN, 1953-Lt Joseph M. McConnell, Jr., flying an F-86 Sabre Jet records his first aerial victory, shooting down a North Korean MiG-15. McConnell was a B-24 navigator in WW II. His total of 16 victories makes him the top U.S. ace of the Korean Police Action.

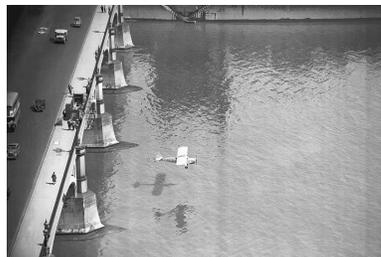


15 JAN, 1950 – Death of Henry Harley "Hap" Arnold, the second rated pilot in the Air Force and commanding general during World War II.



Maj Arnold, silent film star Bebe Daniels and a P-26 Peashooter.

16 JAN, 1979 – Death of Squadron Commander Christopher Draper, DSC Croix de guerre, English flying ace of WWI. His penchant for flying under bridges earned him the nickname "the Mad Major."



Draper passes under Westminster Bridge.

Daily Mirror WED 1953
FORWARD WITH THE PEOPLE
No. 15,348

'MAD MAJOR' FLIES UNDER 15 LONDON BRIDGES

TENS of thousands of Londoners saw a tiny plane swoop down to the Thames at lunch-time yesterday and shoot under bridge after bridge in dare-devil up-river flight.

According to reports, the plane was seen through the arches of all 15 of the bridges existing from Blackfriars to the City beyond Ken.

AT 11.15 A.M. YESTERDAY THE MAJOR'S STUNT WAS THE ONLY AERIAL PERFORMANCE OF THE YEAR.

...the stunt was seen by thousands of Londoners who gathered on the banks of the river to watch the plane as it flew under the arches of all 15 of the bridges existing from Blackfriars to the City beyond Ken.

Christie: 33rd witness today

New complete food for PETS

Look for the brick red tin - 16 oz. and only 1/6d.!

Fussy eaters go for **PETS**

The Auster is seen above just before it flew through an arch of Westminster Bridge, during its flight up the Thames at lunch-time yesterday. Another dramatic picture—See Page Nine.

17 JAN, 1886 – Birth of Glenn Luther Martin, founder of the Glenn L. Martin Company, now Lockheed-Martin.



Martin promoted his new company delivering newspapers, a stack of which are visible on the starboard wing. (Credit: San Diego Air & Space Museum.)

18 JAN, 1888– Thomas Sopwith is born. The Sopwith Company produced 18,000 aircraft during WWI, notably the Sopwith Camel. During WWII, he was Chairman of Hawker which produced the Hurricane.



Sopwith was a noted yachtsman. In 1934 and 1937, he funded and helmed Endeavour I and Endeavor II in the America's Cup competition.

19 JAN, 1961 – Ham, aka No. 65, Chop Chop Chang and Ham the Astrochimp goes West. Ham was the first chimpanzee launched into outer space in the American space program.



Ham in a Can



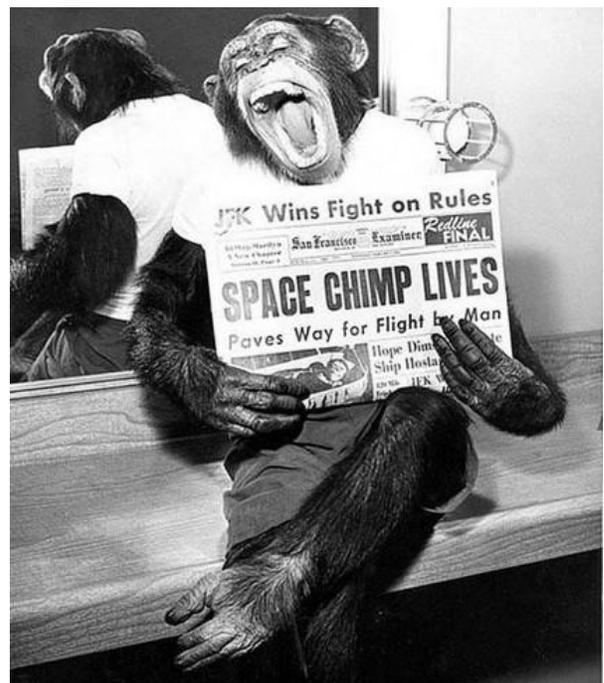
Mercury-Redstone 2 launching.

Mission Patch?



After recovery, Ham receives the traditional handshake from Cmdr. Ralph Bracket, skipper of the USS Donner.

His reward: an apple and half an orange



Hamming it Up!