



Missions for
America
Semper vigilans!
Semper volans!

The Coastwatcher

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

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CADET MEETING

13 February, 2018

GES testing was held after the customary opening exercises.

Capt Guilliams and Lt Drost led a Wingman Course.

The meeting concluded with a promotion and award ceremony. Details can be found in the "Promotions and Achievements" Section.

SENIOR MEETING

13 February, 2018

Pilot related issues concerning entering qualifications into WIMRS were discussed.

The current status of the TRCS goals was reviewed.

PROMOTIONS AND ACHIEVEMENTS

Four cadets attained the Curry Achievement and were awarded ribbons and promoted.



*Cadet Burton's
mother and Maj
Farley pin on her
new stripes,*

*Cadet Lussier
reports to receive
her Curry
Ribbon.*





Lt Drost and Major Farley pin on Cadet Irvine's new Cadet Airman stripes.

Cadet Munzner receives the NRA Sharpshooter medal.



Captain Guilliams, Lt Richards, SM Diaz, SM Ramsey, Cadet Guilliams, and Cadet Irvine and qualified for the ICUT rating.

TRAINING

Maj Farley, Lt Col Kinch, and Lt Pineau flew a practice search mission on 13 February.

Lt Pineau instructed Lt Trotochaud on the navigation and chart portion of scanner training.

CURRENT EVENTS

The first event in The Red Bull World Championship Air Race series was held in Abu Dhabi last week. America's Mike Goulian took first place flying a Zivko Edge 540 V2.



(Photo Credit: Joerg Mitter/Red Bull Content Pool)

The series consists of a eight air races during which the pilots maneuver around inflatable pylons. Points are awarded based upon finishing

positions. The next event will be held in France and then successively in Poland, Hungary, Khazakistan, Russia, Indiana, culminating in Australia.

ME AND THE UGLY CANADIAN

A Report about an Aviation Odyssey

by

Stephen M. Rocketto

It was October of 1971. I was exiting the interior of Brazil but had to spend a few days in Belem, my point of departure. I was eager to leave. Brazil. Belem is a city on the Para River, a part of the Amazon system. The city is about 1.5 degrees south of the equator. The afternoon temperature was running over 90 degrees Fahrenheit and the regular afternoon ½ in tropical downpours contributed to a relative humidity exceeding 80%. The climate provided perfect conditions for the formation of various forms of tropical flora to grow on clothes and skin and I was headed for the dry sunny beaches of Jamaica to rid myself of the dermatological fruits of my stay in the jungle.

Belem is interesting from the aviation point of view. During World War II, the Air Transport Command (ATC) of the U.S. Army Air Force used it as a way station between the States and the long hop across the South Atlantic to Africa. It was an intermediate stop between Atkinson Field in British Guiana and Natal, Brazil, the jumping-off place for the ferry flights to West Africa and the combat zones in Africa and Asia.

The day of departure. I hied myself to the airport and fell into the company of a Canadian mining engineer. We were both heading for Paramaribo, Surinam, a former Dutch colony. A highly paid consultant, he was going to a conference at one of the bauxite mines in Surinam. I was using it to transfer to another flight and go to British Guiana, the site of Atkinson Field with hopes of finding information about the ATC presence.

We were last in the line to board the Surinam flight and for some reason the mining engineer got into a quarrel with official stamping the exit

visas. The argument grew heated and the engineer called the official a “*macaco*” which is the Portuguese word for “monkey.” However, it is also an highly offensive racial slur which enraged the official who then refused to stamp the Canadian's passport, a rite of passage so to speak, necessary for departure. For some reason, I, standing behind him, was also refused boarding not withstanding my U.S. passport. The next flight out was three days later.



The Holy Grail of the Engineer's quest, forever denied.

The engineer, knowing I was a pilot, suggested that we make the rounds of all of the general aviation airports and arrange a charter for which he was will to pay. We did so but the bureaucratic complexities of arranging a charter flight from Belem to Paramaribo trumped the large wad of cash in the hands of my traveling companion.

So I got to enjoy the hothouse conditions of Belem for three more days. I did manage to duck into an air-conditioned theatre when an afternoon thunderstorm struck and enjoyed a viewing of *2001: A Space Odyssey*. Generally I wandered around, sustaining myself with the wonderful Brazilian mixed grill barbecue called *churrasco*. They had a park in the center of the city which was near virgin jungle but had trails so you could observe the wildlife. And I spent time at the docks looking at the ships and checking out the habits of the black vultures which made their livings scrounging for riverside wastes.



Many do not believe my stories. Here is photographic proof that I cruised the Belem waterfront.

But what about my Canadian mining engineer. He was angry and obsessed with getting to Surinam so returned to the airport on the following day, bought a ticket out to some other destination with a plan to make connections to Paramaribo.

Three days later I arrived in Paramaribo and made my way to the hotel. Who should I find soothing his jangled nerves at the bar but my Canadian friend. He offered to buy me a drink and I queried him on his travels. What he had done was depart Belem for Brasilia, the administrative capital of Brazil, 1200 miles south and the exact opposite direction which he needed to travel. Thinking the capital was a transportation hub, he planned to find an easy flight to Surinam.

But as Socrates pointed out when he discussed the problem of finding the road to Larissa, knowledge is more important than a belief. And as my friend found out, he was mistaken and there is no easy road to Paramaribo from Brasilia. As near as I can remember it, he managed to hit airports in Caracas, Venezuela, Martinique in the French Lesser Antilles, and Port of Spain in Trinidad and Tobago, and Georgetown in Guyana before coming to roost in Paramaribo. He was a persistent fellow, traveling almost continuously for three days, and managed to reach Paramaribo about two hours before I did!

A day later, I finally reached Jamaica and exposed my bacteria and fungus splotched hide to the palliative rays of the sun on a beach near Port Royal.

AEROSPACE CHRONOLOGY

February 14, 1956 - First flight of the Mikoyan-Gurevich MiG-21 Fishbed. Over 11,000 have been produced and around 80 countries have included it in their arsenals. Used as an interceptor and guided by ground controllers, the Fishbed proved a worthy adversary of U.S. forces in Vietnam.



North Vietnamese Fishbed

The United States operated several dozen Fishbeds in the 1960s and 1970s. Their performance was studied and they were used to train pilots in dissimilar air combat training.

February 15, 1970– Air Chief Marshal Hugh “Stuffy” Dowding Goes West. Dowding understood the uses of interceptors and radar to combat bombers.



The United Kingdom has a policy of honoring their heroes and their achievements with postal stamps and covers.

He commanded the Royal Air Force Fighter Command during the Battle of Britain and was a master of command and control. His foresight established what became known as the “Dowding System,” employing radar, ground observers, and the fighter squadrons and a staff of battle analysts

who could respond to threats in real-time using a dedicated communications system.

A blunt, outspoken man, he failed to understand the nuances of intra-service rivalries. Although credited with winning the Battle of Britain, Dowding was relieved of his command two weeks after the battle had been won. His was shabbily treated by the British government and never again held a responsible position in the RAF.

February 16, 1956 – A Boeing B-47 Stratojet, loaned to the Royal Canadian Air Force arrives at the Canadair plant where it undergoes modification to test the Orenda Iroquois engine destined to power Avro's CF-105 Arrow. The engine had to be mounted on the starboard side of the fuselage underneath the empennage due to its large diameter.



The huge Orenda engine is visible on the aft starboard side of the aircraft.

The airplane, now designated CL-52, proved difficult to fly. The Orenda engine produced 20,000 pound of asymmetric thrust so precise throttle management was paramount. After 31 hours of flight tests, the aircraft was returned to the United States and the only B-47 used by a foreign power was scrapped.

February 17, 1932 – The Royal Canadian Mounted Police called upon Wilfred “Wop” May to assist in a manhunt aimed at capturing Albert Johnson, “the Mad Trapper of Rat River.”



Photo: Courtesy of Denny May

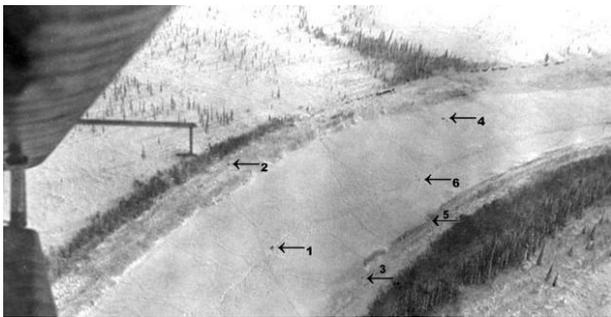
Jack Bowen, Frank Riddell and Wop May

The manhunt lasted eight months and has entered Canadian legend. By the time it ended, Johnson had his cabin dynamited, killed one mountie and wounded two others, and traveled hundreds of miles in sub-zero weather over tundra and the mountains of the Continental Divide.



The Red Baron chases Wop May through Vaux-sur-Somme. Richthofen should have “checked six” because fellow Canadian, Roy Brown, is closing from the rear and the Australian gunners on the ground were locked and loaded. May escapes but to this day, a controversy exists as to who fired the fatal shot.
(Painting by Barry Weekly)

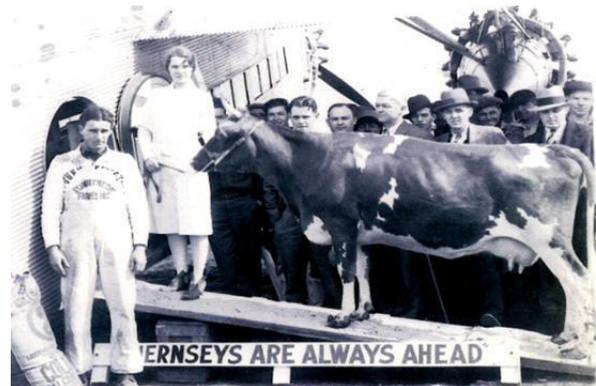
February 18, 1930– Elm Farm Ollie becomes the first cow to fly in a fixed-wing aircraft and also the first cow to be milked in an aircraft.



The photograph above was taken by May as he circled the battle. Johnson, 'The Mad Trapper' is (1) at the center of the river. A wounded constable lies at (4). Seven men are closing in and shooting at Johnson, three at (5), two at (6), and one each at (1) and (3). Johnson was struck seven times before dying.

(Notation information is based upon notes by Dick North, author of The Death of Albert Johnson, The Mad Trapper of Rat River.)

In World War I, May, on his second mission, was the pilot being chased by Manfred von Richthofen when the “Red Baron” was shot down. He became an ace and ended the war as a captain. After the war, he barnstormed, flew the bush, carried mail, and even started his own air service.



The spirited St. Louis organizers of the 1930 International Air Show scored a first in aviation. They transported Elm Tree Ollie from her home in Bismarck, Missouri to St. Louis in a Ford Trimotor. While in flight, Wisconsin's Elsworth W. Bunce milked Ollie, if we be permitted the informality and produced 24 quarts of the fruit of the Guernsey. The milk was sealed into paper containers and parachuted to the crowd. Legend has it that Slim Lindbergh drank some of the milk.

The pilot of the Ford was Claude Sterling, First Assistant Flying Instructor at Parks Air College.



(Credit: St. Louis College Library Archives)

Sterling went to to fly for Chicago and Southern Airlines and, in 1941, took a position with the Civil Aeronautics Authority.

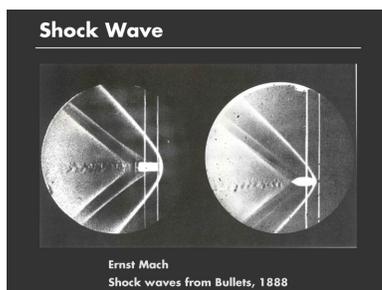
The flight is still celebrated to this day. Every February 18th, merry-makers gather at the International Mustard Museum in Middleton, Wisconsin to drink milk, eat cheese and sing praises to Ollie.

February 18, 1838 – Ernst Mach, an Austrian physicist and philosopher of science is born. Mach's primary contribution to aerospace sciences was his study of shock waves. The ratio of a speed to the speed of sound was named in his honor.



*Ernst Waldfried Josef
Wenzel Mach
(Heliogravüre by H. F. Jütte)*

February 19, 1916 – Ernst Mach goes West. He left behind techniques for observing and photographing shock waves. He was the first to deduce the cause of a “sonic boom



February 20, 1991 – Petty Officer J. D. Bridges is at work on the flight deck of the USS Theodore Roosevelt when he is sucked into the air intake of a Grumman A-6 Intruder. When the pilot heard the sound created by Bridge's helmet and goggles, which had been torn off, entering the fans, he shuts down the engine. Bridges narrowly missed entering the turbine blades and suffered some minor injuries.



*The incident can be viewed on the web at:
<https://www.youtube.com/watch?v=YJfIokwb-5Y>*

February 21, 1959 – Three years after initial air tests of its Orenda engine on a borrowed B-47 bomber, the promising CF-105 Avro Arrow makes its last flight.



(Credit: Royal Canadian Air Force)

The project ran into political problems involving Canadian-US air defense plans and inter-party politics north of the border. Within a few months, the government ordered the destruction of the five completed aircraft, engines, tooling, and technical data driving a stake into the heart of future possibilities to revive the project.

Canada's loss was America's gain as a large number of talented Canadian engineers moved south looking for greater opportunities in the aerospace market place.