



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 12.08

20 February, 2018

22 FEB-Amateur Radio Course  
23 FEB-DoD Commo Exercise commences 0700  
24 FEB-CTWG TRAEX  
27 FEB-TRCS Meeting  
Senior/Sponsor/Cadet Program 1830  
01 MAR-Amateur Radio Course  
10-11 MAR-Squadron Leadership Course  
17 MAR-Geophysics Lecture-HFD MIT Club  
17-18 MAR-ICS 300 & 400 Courses-Camp  
Hartell  
24 or 25 MAR-First Air Course-New Haven  
17 APR-CTWG TRAEX  
6-8 APR-NER Cadet Competition  
21 APR-commander's Cup Rocket Contest  
(tentative)  
28-29 APR-Corporate Leadership Course

### CADET/SENIOR MEETING

20 February, 2018

A joint meeting of cadets and seniors was held to fulfill the requirements of the mandated safety down day.

Maj Noniewicz and Lt Pineau explained the details of CAP's operational risk management policy and how it can be applied to everyday living.

Maj Neilson provided a link by link analysis of a decision made to abort a flight to Adirondack Airport last weekend.

Lt Pineau spoke about fire safety and the hazard of carbon monoxide poisoning.

Maj Noniewicz covered elements of boating safety: personal and boat equipment and the use of signaling apparatus.



*from left to right" signal mirror, smoke and streamer, aerial flare.*

Spirited questions and discussions followed each presentation.

### MISSIONS, TRAINING, ACTIVITIES

Saturday, the 17th was a busy day for the Squadron. Maj Nielson, Lt Sprecace, and Lt Col Rocketto flew an ice patrol for the Coast Guard which covered both the Eastern and Western sectors. The Thames and Connecticut Rivers were ice free by four key locations on the Housatonic had fixed ice.

Maj Roy Bourque conducted an Urban Direction Finding team training exercise. Capt Robert Guilliams and Senior Member Jennifer Thornell

participated along with Cadets Daniel Ramsey, Jack Race, Owen Guilliams, Rhys Thornell, and Daniel Martin.



*In Hoc Signo Vinces*



*Cadets Race and Martin study a map while Cadets Guilliams and Thornell man a hand-held radio.*

*(Photo Credits: Maj Bourque and SM Thornell)*

Cadets Dan Martin, Jack Race, and Rhys Thornell now have completed training and await Wing approval for the UDF rating.

C/Amn Jillian Irvine and Elizabeth Burton completed the requirements in the first syllabus of the powered orientation flight program. Each flew in the right seat on one of the legs of a Groton-Windham-Groton round-robin. Maj Scott Farley, Squadron Commander was pilot-in-command. Every cadet in the Squadron has now logged at least one orientation flight.

Lt Joanne Richardson earned the Yeager Award.

### **FIRST AID COURSE**

The CTWG and Minuteman Squadron will be sponsoring a one day (which you can choose to attend either on Saturday or Sunday) First Aid CPR course for Civil Air Patrol members at the headquarters of the Minuteman Squadron, 62 Thompson Avenue, Tweed New Haven Airport East Haven, CT 06512

Attendees will have the option of choosing to attend either Saturday the 24th or Sunday the 25th of March 2018 from 9am-2pm.

Students will be certified at the end of successfully completing this course. The course will cost each member \$28.00. Seats are limited and will be on a first come-first served basis.

**Dates:** Either 24 March or 25 March, 2018

**Times:** 9am-2pm each day

**UOD:** Any CAP uniform.

**CAP Forms:** CAPF17, 160/161

The project officer and point of contact for this course is 1st Lt Mirai Hashimoto who can be reached at [hashimoto0514@gmail.com](mailto:hashimoto0514@gmail.com).

### **CAP & THE COAST GUARD MUSEUM**

Lt Col Rocketto attended a meeting of community volunteers to assist in planning the Coast Guard Museum's Education Initiative. The committee under the direction of Mr. John Nickerson, Capt, USCG (ret'd), will assist in the design of Science, Technology, Engineering, and Mathematics (STEM) based galleries, exhibits, and inter-active engagements designed to engage youth from grade one to twelve in learning experiences which promotes STEM.

### **THE IMPORTANCE OF CLEAR AND RAPID COMMUNICATIONS**

*The RNLI, Her Majesty's Coastguard, Britain's MRCC, the USCG and a Commercial Tugboat Come to the Aid of a Stricken Yacht*



A pleasure boat was bound for a refit in Puerto Rico when a severe engine room leak developed

halfway between Grenada and Puerto Rico. The crew was unable to neither control the leak nor pump the flooding water overboard. The vessel, ironically named *M/Y Titanic* was in extremis.



*The M/Y Titanic, in a former life as the Toko Maru, a Japanese Fisheries Protection vessel.*  
(Photo Credit: Max Smith)

The swiftly formed and successful rescue effort involved five organizations in six locations on two continents along with a helicopter and two ships!

A crew member, Mark Corbett used the vessel's satellite phone to call his best friend, Alex Evans, who was in a shop in Aberystwyth, Wales. Evans received the call on his mobile phone. He took down the coordinates of the *Titanic* on a piece of scrap paper. Evans was a member of the local Royal National Lifeboat Institution (RNLI), a charity in the United Kingdom that mans maritime rescue stations.

Immediately, Evans went to the nearest RNLI station and telephoned Her Majesty's Coastguard at Milford Haven which relayed his call to the Maritime Rescue Co-ordination Centre (MRCC) at Falmouth. The MRCC contacted the U.S. Coast Guard at Portsmouth, Virginia which relayed the details of the message to Coast Guard Air Station Borinquem in Puerto Rico.

Borinquem then dispatched an helicopter which delivered a salvage pump to the stricken vessel. Shortly thereafter, the *USCGC Chincoteague* arrived and towed the *Titanic* to a tug, the *Mitchel*, which assumed towing duties and brought the *Titanic* to safe harbor at Frederiksted, U.S. Virgin Islands.



*The On-Site Team  
USCGC  
Chincoteague, Tug  
Mitchel, HU-65  
Dolphin*



## HISTORY

Hard drinking has always been part of the warrior ethos. Literature abounds with testimony to this facet of military culture.

*Then the Lord awoke as from sleep,  
as a warrior wakes from the stupor of wine.*

Psalm 78:65

*And let me the canakin clink, clink;  
And let me the canakin clink.  
A Soldier's a man;  
A life's but a span;  
Why, then, let a soldier drink.*

*Iago's Song, Othello, Act 2, Scene 3  
William Shakespeare*

*This two part series will take a look at some traditional watering holes of the United States military.*

## Tun Tavern and the United States Marine Corps

In our colonial culture era, taverns often were meeting places to discuss commerce, gossip, or catch up on the news while enjoying a mug of beer or some cider or ale. Sometimes, the business was more serious. The “Sons of Liberty” met at the Green Dragon Tavern to plan the Boston Tea Party.

When British troops marched to Concord and Lexington to seize the armaments of the Bay colony, the Massachusetts militia mustered at Buckman's Tavern, downed a tankard or two, and headed for Concord Bridge to fire “the shot heard round the world.

Delegates from 12 of the 13 colonies would gather at Philadelphia's City Tavern to discuss ways to maintain the rights granted by colonial charters and guaranteed by the English constitution.

Philadelphia was also the location of Tun Tavern. The tavern opened in 1693, the same year in which a schism occurred within the ranks of the Swiss Anabaptists and led to the formation of Amish and Mennonite sects. The tavern was a waterfront drinking establishment founded by a Quaker, Joshua Carpenter. The name originates from an old English word for a keg of beer.



*Donald D. Groff photographed this segment of a diorama which hangs in the New Hall Military Museum in Independence National Historical Park, Philadelphia. Tun Tavern, recruiters, and the Delaware River waterfront are portrayed.*

In 1732, the first meetings of the St. John's Lodge No. 1 of the Grand Lodge of the Masonic Temple. In 1756, Benjamin Franklin recruited militia to fight the Indians. Many of the founding fathers, George Washington, Thomas Jefferson and luminaries of the Continental Congress used Tun's as a convenient gathering place to discuss political issues.

Although there is some debate on the matter, Tun Tavern is recognized by the United States Marine Corps as its birthplace. On November 10th, 1775, Samuel Nicholas, the innkeeper, was commissioned “Captain of Marines” and authorized to raise two battalions by the Second Continental Congress.



*Maj. Samuel Nicholas,  
1st Commandant of the  
Marine Corps*

*(Credit: USMC History Division)*

Nicholson appointed Robert Mullan, the inn's proprietor as the recruiter. The first company of Marines consisted of 100 Rhode Islanders. Marines, regarded as expert marksman, were employed to snipe officers on enemy ships and as a side duty, serve as a kind of ship's police force.

The tavern burned down in 1781. The site is beneath I-95 near Penn's Landing and an historical marker may be found at the intersection of South Front Street and Samson Street.

But if you wish to taste a faint historical flavor from the past, you can go to the United States Marine Corps National Museum in Quantico, Virginia which features a restaurant on the upper deck with a Tun Tavern theme. Order a size of “Devil Dog Order, quaff a glass of “Jarhead Red” and study the mural which depicts famous Marines from 1775 to the current era. And make sure to save a day for the museum itself.



*Barkeep Robert LaChance, in traditional garb, points out details of the mural which depicts 200 years of famous Marines but dressed in 18th century clothing. (Credit: Cindy Brookshire)*

### **Benny Havens And The Cadet Corps of the United States Military Academy**

West Point was founded in 1802. At first, the school standards can best be described as non-existent. There were no formal entrance requirements or courses of study. Fifteen years later, Col. Sylvanus Thayer was appointed Superintendent, civil engineering became the core of the curriculum, and a credible system of instruction and learning was imposed. But the Plain above the Hudson was a most austere environment and not given to merry-making.

Boys being boys, the boundaries of acceptable conduct were tested. A nearby grog shop, North's later Gridley's Tavern was a particular one of Col. Thayer's *bête noires* and his administration managed, in 1832, to put them out of business, constructing a cadet hospital on its site. Displaying flexibility in tactics, the cadets soon fixed on a new establishment at nearby Highland Falls run by Benny Havens and his wife, Letitia, formerly of Gridley's.



Benny had been a 1st Lieutenant during the War of 1812 and he understood both youthful soldiers and tavern-keeping. The distance of his new location, over a mile from the cadet barracks,

proved no obstacle to hungry, thirsty, and lonely cadets seeking a bit of conviviality and a home-cooked meal. And the food available were items that did not grace the table at the post: buckwheat cakes and oysters being favorites all quaffed down with a flagon of flip. Flip was a concoction of beaten eggs, sugar, spices, beer and rum, heated by a red-hot poker plunged into the mixture.

Benny and Leticia were genial hosts. Edgar Allen Poe, whose cadet career lasted a year, said that Benny was the “sole congenial soul in the entire Godforsaken place.” And over the years, platoons of cadets broke the regulations and under cover of darkness made their way to Benny's. Their names are a roll call of notables: Ulysses S. Grant, George Pickett, William Tecumseh Sherman, Jefferson Davis, George Armstrong Custer, Philip St. George Cooke, and Braxton Bragg to mention a few. One wonders if Robert E. Lee ever frequented Benny Havens. If so, his record of four years without a single demerit indicate he never got caught.

In 1877, Benny died at the age of ninety and a few years later, the West Shore Railway required the land so the building was carefully disassembled and moved to another site where it still exists today.



*Benny Havens at It Present Site. (Credit: USMA Archives)*

The tavern has been reincarnated as a pub and burger bar in Highland Falls but aside for the name, there seems to be no homage paid to the legend of Benny Havens.

Benny Havens lives on in an army song. In 1838, two comrades, O'Brien and Arnold composed the first verses which are sung to the tune, “The

Wearing of the Green.” Over the years, each graduating class added a verse and and it was a popular refrain in the Civil War. Today, “Benny Havens” is a standard part of the repertoire of the West Point Glee Club.

*"Come, fill your glasses, fellows, and stand up  
in a row,  
To singing sentimentally, we're going for to  
go;  
In the Army there's sobriety, promotion's  
pretty slow,  
So we'll sing our reminiscences of Benny  
Havens, Oh!"*

Part II will appear in an upcoming issue and The Coastwatcher plans to take a look at the Happy Bottom Riding Club, Cubi Point Officer's Club, and the legend of Jeremiah Weed.

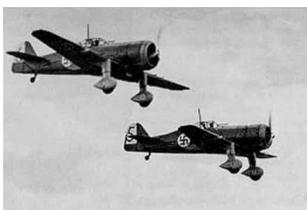
### AEROSPACE CHRONOLOGY

FEB 21, 1999 – Eino Ilmari Juutilainen goes West. Juutilainen was a fighter pilot in the Finnish Air Force and fought in three wars between 1939 and 1945 which the Finns fought the Soviets and the Nazis.



His first victory was during the Winter War when on December 19th, 1939. flying a Fokker D.XXI, he shot down a Soviet Ilyushin DB-3.

Over the next four years, flying Brewster Buffalos and Bf-109Gs, he shot down 93 more enemy aircraft making him the highest scoring non-German fighter pilot of all times.



*Finnish Fokkers and Buffalos. The swastikas are ancient good luck signs and do not represent any affiliation with Nazis.*

FEB 22, 1954 - First flight of the Convair R3Y Tradewind. The Tradewind was an advanced technology flying boat using four Allison turbo-prop engines driving counter-rotating propellers. However, the complex gearbox and vacuum tube controlled propellers doomed the aircraft from the start.



*The trades of the Tradewinds: aerial refuelings and beach landings.*

The Navy was indecisive on forming a doctrine for utilization of the aircraft of which only eleven were built. Rejected as a patrol bomber, about half served as aerial refuelers and the others were employed as what only can be described as “aerial landing ships,” designed to put troops and vehicles ashore directly from the beach.

FEB 23, 1945 – Birth of Brigadier General Paul Warfield Tibbets, Jr., best known as the commander of the “Enola Gay” which dropped the Hiroshima bomb.



*Tibbets and the Enola Gay*

Lesser known facts are that Tibbets flew lead on the first daylight heavy bombardment mission against occupied Europe and had a critical role in the

development of the B-29 as a weapon.

FEB 24, 1898 - Kurt Waldemar Tank, German aeronautical engineer and test pilot, was born. Tank headed the design department at Focke-Wulf from 1931 until the end of WWII.

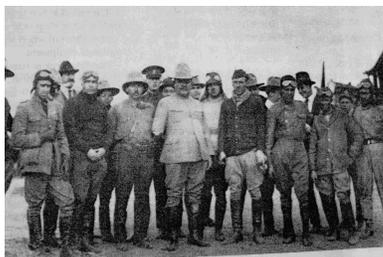


He is credited with the development of Fw 200 Condor, the Fw 190 fighter and Ta-152 interceptor. At war's end, he worked in aeronautics in Argentina and India for twenty five years before returning to Germany.

FEB 25, 1930 – Ralph O’Neill, flying a Sikorsky S-38, completes a six day flight, delivering air mail from Buenos Aires to New York.



O'Neill was a World War I ace and founder of the Mexican Air Force for which he flew combat in some of their south-of-the border intramural squabbles and left their service as a general.



*Viva O'Neill!*

*O'Neill is in the dark jacket to the left of the one-armed General Alvaro Obregan (1924).*

His greatest achievement was to establish the New York, Rio, and Buenos Aires Line. NYR&BA pioneered the Atlantic routes

connecting the United States with South America. However, he ran afoul of a politically astute, well connected, and ruthless businessman named Juan Trippe who controlled Pan American Airlines. In the end, PanAm managed to obtain control of NYR&BA.

FEB 26, 1955 – North American test pilot George Smith is flying an F-100A at 37,000 feet when an uncommanded dive occurs. Smith cannot recover control and at 6,550 feet flying at Mach 1.07 ejects.



*Smith, an unidentified companion, and an F-100. (Photograph courtesy of Neil Corbett)*

The wind and the 40g deceleration strips him of his flying equipment and some clothing. Tremendous forces pummel his body damaging his liver. He is unconscious but the automatic sequencing of ejection seat and parachute work. Part of the parachute is ripped away.

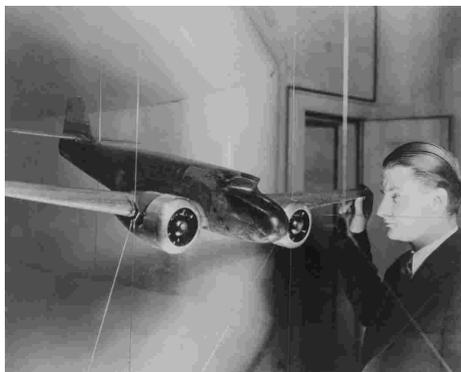
Smith gets lucky. He lands a half-mile off shore but 75 feet away from a fishing boat whose skipper is a Navy rescue expert.



*Rescuers Art Berkell and Mel Simon aboard their 20-foot fishing boat Balabes*

Six days later, Smith wakes up in a hospital where he spends the next seven months mending. But he returns to test flying and lives 39 years more. Smith is the first person to survive a supersonic bailout.

FEB 27, 1910 – Birth of Clarence Leonard Johnson, American aircraft engineer schooled at Michigan State University. In 1933, he gets a job at Lockheed at \$83 dollars per month. Almost immediately, he solves a stability problem plaguing the Lockheed Model 10 Electra, was promoted and receives more important assignments.



*Johnson and a Model 10 in the University of Michigan wind tunnel.*

His work modifying and improving the Model 14 Hudson led to the largest production order in Lockheed's history, 250 aircraft. Lockheed had to hustle to find \$4.25 million more to expand production facilities.



*Model 14 airliner converted into patrol bomber.*

Success followed success. He made major contributions to the development of the twinned boomed P-38 Lightning, the graceful Constellation, and America's first operational jet fighter, the P-80 Shooting Star.



*The forked-tailed Devil, Connie, and LuLu-Belle*

The design philosophy which he developed guided a specialized group of engineers which exist to this day at the Lockheed-Martin Skunk Works



FEB 28, 1947 – And speaking of twin boomed aircraft, *Betty Jo*, a North American P-82B Twin Mustang makes the longest unrefueled non-stop trip by a fighter plane in history.



*Betty Jo at the Museum of the USAF*

Piloted by Capt. Robert Thacker and Lt. John Ard, the departed Hickam Field, Hawaii and flew 4,968 miles to La Guardia Airport, New York. The 14 hr, 31min, 50 second trip also sets the fastest Hawaii to New York record for a piston-engined fighter.