



Missions for
America
Semper vigilans!
Semper volans!

The Coastwatcher

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24 April, 2018

24 APR-TRCS Meeting
28-29 APR-Corporate Leadership Course
01 MAY-TRCS Meeting
07 MAY-Special Wing Exercise (USAF)
08 MAY-TRCS Meeting-Commander's Call
12 MAY-Connecticut Aviation Day
15 MAY-TRCS Meeting
19 MAY-Commander's Cup Rocket Contest
22 May-TRCS Meeting
27 MAY-Memorial Day Parade
29 MAY-TRCS Meeting
19 AUG-Groton Airport Day
22 SEP-Preston Scarecrow Festival
29 SEP-Glider Flights-Springfield, Vt.
06 OCT-Groton Fall Festival

CADET MEETING

24 April, 2018

The customary drill, pledge, oath, inspection, and GES testing opened the meeting.

C/Col Hollingsworth spent time training color guard cadets.

Maj Borque, SM Kopycienski, and Lt Col Rocketto assisted the cadets who were building rockets.



Chief Ramsey sands a small part and Maj Borque demonstrates spray painting to Cadet Guilliams.



SENIOR MEETING

24 April, 2018

Senior members worked on individual projects.

A CAPITAL TOUR OF THE CAPITOL

SM Jennifer Munzner organized and led a tour of squadron members to Hartford on the 18th. She was assisted by Senior Members Michael and Clara Kopycienski. Maj Farley and Mr. Michael Kelly also attended.



Senator Formica pose with C/Trinidad, C/AIC Burton, C/Ann Lussier, C/Kelly, C/SMSGt Munzner, SM Michael Kopycienski, and Maj Farley.

The group visited the Senate chamber which was not in session where they were joined by Senator Paul Formica (Senate District 20) who welcomed all, gave a brief overview of his responsibilities as a Senator and joined the cadets and seniors for a photograph. Senator Heather Somers (Senate District 18) also stopped by to greet the group.

Senator Formica's legislative aide, Kimberly King then guided the group to the CT House of Representatives which was in session. While there, the group had the opportunity to meet Representative Holly Cheeseman (State Representative District 37).

After the visit to the legislative chambers, part of the group went to the Connecticut History Museum located in the State Supreme Court building. Construction blocked the main entrance so they entered through the basement and then commenced to walk around the exhibits, view portraits of past Governors, and look at a copy of the Connecticut Charter.

WILLI HAS LEFT THE BUILDING



A long time Squadron member, Maj Willie Lintelmann has just retired from CAP. He has served in a number of important positions with us, most notable as finance officer.

Willi studied aeronautics at Northrop Aeronautical Institute in Englewood, California in 1953 and worked part-time for Bonanza Airlines at nearby Los Angeles International Airport. At that time, Bonanza operated eight DC-3s from their home base at Las Vegas and served cities in the southwest. As is the case with small operations, Willi was granted the title of Line Supervisor but ended up doing everything:

ticketing, fueling, luggage transfer, loading passengers....



In 1955, Willi joined the Navy. After basic training, he attended aviation schools in Norman, Oklahoma and Memphis, Tennessee from which he graduated with a specialty in electronics. His first duty station was at Naval Air Station Whiting Field.

Willi at Whiting with the Beech Mentor



Whiting was a primary flight training facility and Willi ended up in charge of the electronics night crew responsible for the radios in the North American SNJ trainers. Gradually, these were replaced by the new Beech T-34s.

His next posting was to VS-27, an anti-submarine squadron based in Norfolk, Virginia. They flew the Grumman S2F Tracker. The military is noted for a strong on-going education system and Will received advanced training in radar, electronic counter measures, and magnetic airborne detection (MAD) equipment.



VS-27 Squadron Trackers launching from the USS Tarawa.

The Navy next transferred Willi to Jacksonville, Florida for practice in airborne submarine detection. Rising to an instructor, he flew an average of four to five days per week training with U.S. submarines but were often frustrated since the sub skippers had learned how to use the thermal layers in the ocean to avoid detection.

Flying off carriers and at low altitudes over the ocean is what the insurance companies call high risk occupations. Willi remember two close calls. During a low altitude MAD test, the aircraft's tail struck the water. Luckily, it was only a grazing collision and the two Wright engines hauled the aircraft up.

A second incident occurred during carrier operations. Bad weather set in and the ship's radar went down. Eleven aircraft were airborne, a mixture of Trackers and Douglas AD Skyraiders. They diverted to dry land. Willi's aircraft taxied in with 50 pounds of usable fuel on board!

His squadron shuttled between at least four aircraft carriers for two week training sessions which did include one European cruise.

After leaving the service, Willi engaged in a number of technology position and joined CAP in which he served for 15 years

BRENDAN FLYNN CHECKS IN FROM PENSACOLA

Brendan is alternating flights in the T-6 Texan II with simulator training. He has four more flights, a check ride, then solo? His one complaint is that the meager cushion on the ejection seat does little to alleviate back discomfort. More to come later.



Texans in Florida (Credit: US Navy)

ROCKET BUILDING MARATHON

21 April, 2018

Nine Squadron members, five cadets and four seniors, showed up for the scheduled rocket building session on Saturday. Cadets present were Burton, Simmons, Thornell, Trinidad, and Schultz.



Cadet Thornell prepares a parachute while Maj Bourque adjusts newly glued fins.



Cadet Burton sands while Cadet Simmons checks measurements on an engine mount.

Senior member Kopycienski and Maj Bourque assisted the cadet rocket builders. SM Thornell worked in the supply trailer and found a few boxes of useful materials. Lt Col Rocketto spent most of his time refurbishing the launch equipment and segregating the rocket parts inventory.

The Cadets took a break to launch a small helicopter powered by energy stored in a flywheel. While outside they had a chance to observe how a killdeer feigns a broken wing in order to distract and draw threats away from its nest.



Burton launches the helicopter.

Cadets Burton, Simmons, Thornell, and Trinidad started on the skill level two rockets while waiting for glue and paint to dry on their first models.

Cadet Trinidad is commended for his assistance on disassembling and cleaning up the battery corrosion on launch controllers.

TRCS ASSISTS ROCKET LAUNCHING AT ASHFORD SCHOOL

24 APRIL, 2018

Maj Borque and Lt Col Rocketto traveled to Ashford School to assist teachers Kate Craven, Carly Imhoff, and Dory Manfre in a mass rocket launch by 6th graders.

The teachers are all CAP Aerospace Education Members and involved in instructing primary school students about aerospace. Mr. Troy Hopkins, Ashford Principal viewed the shoot which was held on the baseball field.

Maj Borque reviewed the safety rules. The students received a brief explanation of how the launch controls work and were then instructed on how to insert the rocket engine igniters and connect them to the launch. One of the TRCS squadron rockets was launched to test wind direction.



Field Repairs

Attaching the Igniter Wires



Success!

Each of 50 or so students had constructed an Estes Alpha III rocket. Not all had a chance to launch since the dismissal bus schedule could not be varied. However, all of them will get a chance to launch as time permits over the next week or so.

AEROSPACE CHRONOLOGY & HISTORY

25 APR, 1962– The United States Department of Defense announces its choice of the Northrop F-5 Freedom Fighter for its Military Assistance Program.



A license built Canadian CF-5 on display at CFB Borden

The aircraft was a private initiative of Northrop to produce a cheap, lightweight, less sophisticated fighter for U.S. allies. The design effort was headed by Edward Schmued, best known for his highly successful P-51 Mustang and F-86 Sabre. Around 2,000 were produced and operated by three dozen different nations.

26 APR, 1949– Dick Reider and Bill Barris set a world endurance record for flight refueled aircraft. They stayed aloft for 1,008 hours and one

minute (just over six weeks). The aircraft was a four seat Aeronca Sedan named *The Sunkist Lady* plugging Sunkist oranges. Refueling and re-provisioning would be done by handoffs from a speeding automobile at selected airports.



Passing Gas!

The doughty pair departed Fullerton, California on March 15th and flew cross-country to Miami where bad weather caused them to circle for 14 days. They then headed back to the west coast, reached Fullerton on April 11th and circled the airport until they landed, a total of 42 days after departure.

The record fell quickly. Yuma, Arizona had fallen on hard times after the Air Force closed the local base and took notice of the flight. A local auto dealer, Horace B. Griffen, decided to sponsor a similar flight. One of his employees, Bob Woodhouse and a fellow pilot Woody Jongeward, both ex-Navy aviators, volunteered to fly a borrowed Aeronca Sedan (Why reinvent the wheel?).



Woodhouse and Jongeward

They took off on August 24th and remained in the Yuma area, using a 1948 Buick convertible as a resupply car. They set a goal of 1010 hours and oddly enough landed on 10/1049 after logging 1124 hours aloft, just shy of 47 days.



Passing Gas Again!

The promotion worked. The Air Force returned to Yuma and today the field is Marine Corps Air Station Yuma and the Sedan and a 1948 Buick are on view at Yuma City Hall.

Sic Semper Gloria. On December 4th, 1958 Robert Timm, a slot machine mechanic and former bomber pilot, and John Cook, an airline pilot, departed McCarren Airport, Las Vegas in a modified Cessna 172. The mission was a fundraiser for the Damon Runyon Cancer Fund and to tout the Hacienda Hotel, owned by the sponsor.

They added a 95 gallon belly tank, a Mitchell autopilot, a little bowl for shaving and dental hygiene. Bathing was done outside, standing on a small platform using water from a quart container! Supplies were winched up and refueling, once a day used a hose and pump arrangement. The flight was confined to the southwest in a triangular area set by Los Angeles and Blythe, California and Las Vegas.



Passing Gas Again!



Fill 'er up and clean the windshield!

When the intrepid pair landed, they had logged 64 days, 22 hours, 16 minutes of flight time. After landing, John Cook said "Next time I feel in the mood to fly endurance, I'm going to lock myself in our garbage can with the vacuum cleaner running. That is until my psychiatrist opens up for business in the morning".

The Hacienda Hotel is long gone but Cessna N9217B hangs in state over the baggage claim area at McCarran Airport.

27 APR, 1920 -The first warrant for reckless aerial driving is issued in Los Angeles against Ormer Locklear after a complaint by the Aero Club of Southern California. Locklear was a daring barnstormer whose specialty was air to air transfers between aircraft.



The movie industry hired him and he made two movies. The first was *The Great Air Robbery* in which criminals plan to hijack a gold shipment flown by the U.S. Airmail Service.



The second film, *The Skywayman*, cast Locklear as a shell-shocked veteran and a plot involving him in a chase to recover supposedly stolen jewels. One scene has Locklear taking the steeple off a church.



Get me to the church on time.

The final scene involved a spin at night illuminated by arc lights. The lights were supposed to be switched off during the final portion of the descent so Locklear could see the ground. The lights remained on and Locklear crashed and was killed.

Hollywood, with no sense of shame and visions of profit, quickly released the film and promoted it with advertising which emphasized the fatal crash.

28 APR, 1948 – The U.S. Navy launches two P2V-3C Neptune aircraft, modified P2Vs capable of carrying nuclear weapons from the *USS Coral Sea*.



The pilot is Captain John Hayward, a former batboy for the NY Yankees.



Hayward departs from the USS Midway with Secretary of Defense Louis Johnson in the right seat.

Credits: US Navy)

Inter-service budget wars are no quarter battles. The money follows the mission. In 1948, The United States had a monopoly on atomic weapons and the United States Air Force had a monopoly on the delivery method, Strategic Air Command bombers.

Soviet forces had an overwhelming advantage in conventional military force but no nuclear weapons. When World War II ended, the United States made enormous reductions in manpower. The Soviets had created the proverbial 800 pound gorilla but the atomic bomb evened the odds. So the Air Force purse waxed and the Army and Navy became poor relations. The Navy solution was to develop a way to deliver a nuclear bomb by air.

Given the range required and payload demanded, only the Lockheed P2V Neptune fulfilled the requirements. But the Neptune was a land-based bird and had no intercontinental reach. So the Navy decided to launch them from aircraft carriers, prove their capability to deliver the nuclear goods, and allow the Navy to dip deeper into the military purse.

Carrier operations were awkward. They had to be craned aboard. They tried to modify the Neptune for a carrier landing but the stress of a trap damaged the fuselage. The Coral Sea, a Midway class carrier, had a flight deck beam of 136 feet

and the wingspan of the Neptune was 100 feet.

The 70,000 pound aircraft could not be launched by the hydraulic catapults so the aircraft needed to utilize jet assisted take off (JATO) and a 28 knot headwind. Applying full power, halfway done the 900 foot deck, the pilot would trigger the JATO bottles and get the 150 knots needed to takeoff. The starboard wing of the Neptune cleared the carrier island by 10 feet!

The Neptune could not return to the carrier so it was a one-time weapon. After delivering its ordnance, it had to find a friendly field, crash land, or ditch. An interim solution, as bombs became small, aircraft and catapults more powerful, and carrier flight decks longer, the Navy developed deployed more suitable aircraft. But in the end, the Navy broke the Air Force's strategic atomic monopoly with the ballistic missile submarine.

29 APR, 1971 – First flight of the Piper P-48 Enforcer. The Enforcer was a modified F-51 Mustang mated to a turbo-prop engine. It is an early attempt to provide a relatively cheap and effective turbo-prop counter-insurgency and close air support aircraft.



(Credit: USAF)

Although providing promising performance, the USAF rejected it. Today, the same concept may be found in the Embraer A-29 Super Tucano and the Air Tractor AT-802 Archangel.

30 APR, 1962– Lou Schalk pilots the first official flight of the Lockheed A-12 Cygnus. Often mistaken for the SRS-71 Blackbird, the Cygnus is slightly smaller but somewhat faster. It was flown

by the Central Intelligence Agency until replaced by the Air Force crewed SR-71.



SR-71 and A-12 face off at Blackbird Airpark, Palmdale, California. (Credit: Alan Wilson)

A-12 / SR-71 COMPARISON

CIA A-12 OXCART			USAF SR-71 BLACKBIRD	
101 FT, 9 IN	LENGTH		107 FT, 5 IN	
55 FT, 5 IN	WINGSPAN		55 FT, 7 IN	
120,000 LBS	MAXIMUM IN-FLIGHT WEIGHT		140,000 LBS	
2,208 MPH	FASTEST DOCUMENTED SPEED		2,193 MPH	
90,000 FT	MAXIMUM TEST ALTITUDE		85,069 FT	
3,000 MI	UNREFUELED RANGE		3,250 MI	
NONE	ARMAMENT		NONE	
1	CREW		2	



The CIA's A-12



The YF-12, Air Force attempt to develop an hypersonic interceptor



SR-71A Habu, the Classic Blackbird

M-21 was a two seat variant of the A-12. It had a pylon in the aft dorsal position which carried a D-21 autonomous drone reconnaissance vehicle. The launch control officer sat in a second cockpit which was placed in the Q-bay which formerly housed cameras

The D-21 was designed to fly to a designated target, gather data and return to a rendezvous with a waiting C-130. The D-21 would eject the data package attached to a parachute which would be captured in midair by the C-130. The D-21 would then self-destruct.



M-21/D-21



The SR-71B was a trainer version in which the instructor sat in a raised cockpit aft of the trainee.

The sole SR-71C was known as “The Bastard.” Following the loss of one of the “B” trainers, engineers mated the aft section of the first YF-12A to a functional engineering mock-up of the nose section of an SR-71 that had been built for ground testing. Suitably re-engineered, the “C” flew as a replacement for one of the two “B” models which had crashed.



SR-71C

(Photo Credits in this section are attributable to the CIA, NASA, , the USAF, DoD, and Lockheed-Martin)

01 MAY, 1983—During a dissimilar combat exercise, an midair collision between an McDonnell-Douglas Israeli F-14 and and Douglas A-4 occurs. The A-4 pilot ejects. The F-15 enters a spin but the pilot, Zivi Nedivi recovers.

Nedivi decides to try to save the aircraft by reducing the speed and the aircraft spins again. Nedivi lights the afterburners, increases speed, and recovers. A cloud of fuel leaking from the right wing obscures the damage.



He heads for the nearby Ramon airbase but must maintain airspeed so he extends the tail hook and touches down at 260 knots, twice the normal airspeed.



Short Final

The tail hook is ripped off but the F-15 finally stops 20 feet before engaging the arresting barrier at the end of the runway. After disembarking he gets a good look at the damage and discovers that only a stub remains of his right wing.



Nedivi and his back seater, Gal Yeho'ar find little shade under the wing.

(Credit: 106 Squadron, IAF)

The F-15 and Nedivi and his navigator survived due to the lifting body properties of the F-15 fuselage and horizontal tailplane, enormous amounts of thrust, skill, and luck. The aircraft, 715, was repaired in about two months, re-entered service, and in 1982, shared a kill of a Syrian MiG-23.



715 back in service at Leoš Janáček Airport Ostrava, the Czech Republic, 28 years later.

Credit: Piotr Gryzowski)

Zedivi retired as a major and at last report is the CEO of a company based in Florida.

For a video of the incident, go to:

<https://www.youtube.com/watchv=M359poNjvVA>

ERRATUM

Coastwatcher 12.15 opened with the following question:

The *USS Wasp* launched twin engine B-25 Mitchell bombers to Japan on the Doolittle Raid. But what atypical carrier aircrafts did it launch to Malta?

The Proofreader was out to lunch about the launch. The *USS Hornet* launched the Doolittle Raiders.

The *USS Ranger* also launched some unusual aircraft. On the 22nd of April, 1942, she departed Quonset Point, Rhode Island with 72 Curtiss P-40E Warhawk fighters which were launched on the 10th of May and landed at Accra on the Gold

Coast of Africa, present day Ghana. *Ranger* repeated the feat in July with 72 more Warhawks. The planes were destined for Chennault's American Volunteer Group in China and the 51st Fighter Group in India and Burma.

She also ferried 75 P-40L Warhawks in February of 1943 to support Operation Torch the invasion of North Africa.



The large American just forward of the roundel was displayed in the hopes that the Vichy French would not fire on U.S. aircraft. The Vichyites did not respect our flag.

At the Casablanca landing, The *USS Chanango*, a tanker converted into an escort carrier, launched its cargo of Warhawks which landed at the captured Port Lautey airfield.

The *USS Ranger*, America's first purpose built aircraft carrier also launched three Army Piper L-4 Cubs to spot for artillery.



Engine start on the *USS Ranger*. The crew are Captain Alcorn and Capt DeVall, the observer.

Captain Ford A. Alcorn, the flight leader, already distinguished as the first pilot of the first Cub launched from a carrier was shot down over the beach becoming the first Army aviator to be shot down in the campaign and the first Army aviator to be wounded in the campaign.

The gaffe was reported by our faithful reader and conscience, Eric Thomson.