



Missions for
America
Semper vigilans!
Semper volans!

The Coastwatcher

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CADET MEETING

15 May, 2018

Cancelled due to weather.

SENIOR MEETING

15 May, 2018

Cancelled due to weather.

AVIATION DAY

12 May, 2018

CTWG Cadet Programs under the leadership of Lt Rachel Silverberg, NYWG, ran a highly successful aviation day program for New York and Connecticut at Brainard Airport.

Uncooperative weather limited the number of orientation flights but the instructional and activity programs continued unabated.

The 60 or so cadets participants heard speakers explain Air Force Pilot Training, the UConn USAF Reserve Officer Training Program and a lesson on relationships between habits and mistakes.

Much of the day was run by an able cadet staff who offered presentations on topics such as aircraft identification and career opportunities in aviation. TRCS's own C/Col Daniel Hollingsworth offered a compact history of assault aircraft.

Lt Col Stephen Rocketto and Maj Roy Bouque exhibited the experimental CTWG Search and Rescue Hexcopter Remote Piloted Aircraft (RPA) and spoke about our mission to develop training programs and operations plans for use by our

ground teams.

Lt Adam Sprepace did triple duty. He entered the flight plans for the orientation flights. In his spare time he got the Hexcopter simulator on line, and then assisted cadets in flying the TRCS RPA around the room.



A cadet is desperately trying to get TRCS's "stealth" drone out of the path of the incoming 727. Can you find the RPA?

During breaks in the program, Rocketto offered cadet staff and cadets the opportunity to take the controls of the hexcopter simulator and attempt to meet the on-screen training challenges.



The cadet is attempting to maintain a hover over the green circle which periodically translates to a different position. (Photo Credits: Lt Adam Sprepace)

Six TRCS cadets were both educated and entertained by the aviation day program: C/TSgt Cameron Wischman, C/SrA Jack Race and Daniel Martin, and C/Amn Luis Trinidad, Silas Simmons, and Benjamin Kelly.

Our cadets seemed most impressed by the visit to the State Police helicopter, Trooper One, a Bell 407. They expressed particular interest in some of its high-tech gear such as forward looking infra red cameras and night vision goggles.

And the Squadron extends its appreciation to Mr. Kelly who supplied jumper cables and assistance in getting our vehicle started in the morning.

AVIATION TRIVIA CONTEST

The Puzzler, who had fled the office last week with our coffee kitty returned with a jug of joe and a bag of doughnuts. Once again, he became upset when he found out that staff member Hap Rocketto said that his submissions were really not puzzles, just aircraft identification quizzes. Again, another fit of pique and rapid departure to his parked Hufmobile, a parting gift from his past employers, Click and Clack, the Tappet Brothers.

Only two readers, Lt Adam Sprepace, CAP and LtHap Rocketto, late of the 1109th AVCRAD as it was then submitted answers., both 100% correct. The answers follow.



Northrop T-38 Talon AKA The White Rocket. NASA has about three dozen of these for astronaut training and travel.



The Black Sheep of the Talon Family out of Beale Air Force Base, home of the U-2s of the Ninth Reconnaissance Wing.



Bell UH-1 Iroquois AKA Slick and perhaps better known as the Huey. Some 7,000 were deployed in Vietnam and around half were lost!



Boeing P-26 (no official name) AKA Peashooter which became the official name. The Peashooter was the first all metal pursuit monoplane to enter Army Air Corps service.



(Photo Credit; Jason B)

General Electric F-111 Aardvark AKA Switchblade. Secretary of Defense Robert McNamara ordered that a tactical fighter be developed which used common components and would meet the needs of both the Air Force and the Navy. The variable geometry wing was accepted by both services and is illustrated below.



Boeing KC-135 Stratotanker AKA Stratobladder. Still flying 60 years after its introduction, it is due to be replaced by the Boeing KC-46 Pegasus which is suffering from a number of problems involving its ability to deliver fuel.



Rejected by the Navy which chose the Grumman F-14 Tomcat, the F-111 was flown by both the U.S. and Australian Air Forces. The name Aardvark was only officially adopted upon retirement.



Piasecki H-21 Shawnee AKA Flying Banana. The Air Force called it the Workhorse. Piasecki developed the bird for use in Arctic rescues.



Hughes OH-6 Cayuse AKA Olive on a Toothpick and Loach after its mission "Light Observation Helicopter." Known to the Army as the "Little Bird," the Loach was favored by the elite 160th Special Operations Aviation Regiment.



Douglas A3D Skywarrior AKA All Three Dead. Also called "the Whale," the A3D was a Navy hope for a carrier borne nuclear bomber. However, it spent most of its career flying reconnaissance, tanker, and electronic warfare missions. The aircraft pictured is at the New England Air Museum.



Bell AH-1 Cobra AKA Snake. First U.S. dedicated attack helicopter. This beautifully painted example is a gate guard at the Connecticut National Guard's 1109th TASMG in Groton.



Republic F-105 Thunderchief AKA Thud. Designed as a nuclear bomber, the F-105 was also known as the "Lead Sled" and the "Super Hog." The two seat F and G versions performed well as "Wild Weasels," aircraft dedicated to the suppression of enemy air defenses.



The photo above was taken by the Editor from the open cockpit of an Ercoupe during the flight described in the following Aerospace History article.

AEROSPACE HISTORY

Without a Leg to Stand On

An Historical and Personal Meander Among an Unusual Aircraft, Legless Pilots, and a Personal Recollection of an Ercoupe Flight South

by

Stephen M. Rocketto

Some years ago I had an opportunity to ferry an ERCO Ercoupe from Waterford to Jacksonville, Florida. The Ercoupe was a product of Fred Weick's ingenuity.

Weick was formerly Assistant Chief of the Aeronautical Division of the National Advisory Committee for Aeronautics (NACA), the predecessor of NASA. He and his team developed an experimental aircraft, the W-1, in which they tested various features for a "safety airplane" such as tricycle landing gear, limited up elevator deflection to prevent stalls, and two control operations which eliminated rudder pedals.

Weick left NACA in 1936 and joined signed up with the Engineering and Research Corporation (ERCO) which sought to apply the "safety plane" concept to a commercial product and in 1937, ERCO developed the Model 310, a two seat

aircraft with no rudder pedals and the first certified by the Civil Aeronautics Administration (CAA) and an instrument panel placard read “This aircraft is characteristically incapable of spinning.” And of course, the CAA also created a new category of pilot certificate for aircraft without rudder pedals.

In 1940, the first production Ercoupe, the Model 415, was offered to the public. It was an unpromising time for private aviation with the nation ramping up for World War II. Only 412 units were produced. The aluminum shortage forced ERCO to substituting wood wherever possible. The aircraft was accepted by the US Army Air Force (USAAF) and ended up in the Civilian Pilot Training Program.

A few were procured by the USAAF for direct use. One was designated YO-55 and two as XPQ-13. The XPQ-13s were acquired to compete for the remote controlled aerial target contract but the design lost to an Al Mooney design, the PQ-14 which emerged after the war as the Culver Cadet.



The YO-55 (Photo Credit: Don W. Hubbard Collection)

As far as can be determined, the YO-55 (NC28665) was construction number (c/n) 11 and was used to test the first American jet assisted take-off rockets developed by a group from the California Institute of Technology's Guggenheim Aeronautical Laboratory. The first take-off was in March of 1941 and flown by Captain Homer Boushey at March Field in Riverside, California.



(Photo Credit: NASA/JPL)

C/N 110 survived the war and was registered and restored as NC37143 and now resides in the Frontiers of Flight Museum, Love Field, Dallas, Texas.

A third Ercoupe, C/N 112, was assembled from parts in 1942 and flew with the Civil Air Patrol.

After the war, Fred Weick moved on to Texas A&M where he designed the aircraft which became the Piper PA-25 ag plane, and glider and banner tower. He then teamed with John Thorp and Karl Bergey to produce the what became the Piper PA-28 series.

The Ercoupe which I flew to Florida was one of the models which had no rudder pedals and the rudders were interlocked with the ailerons. You flew it like a car, controlling direction with the wheel. In a crosswind, you landed it in a yaw and the specially strengthened landing gear and castoring nose wheel did the hard work.

My instructors always berated me for my sloppy rudder pounding and their cries to “center the ball” or in gliders, “Center the yaw string.” Using rudder to center the ball requires pressure on the rudder pedal which is on the same side as the ball. Centering the yaw string requires the opposite. This is not easy for my feet suffer, not only from ham-footedness” but also what the neuroscientists call left-right confusion (or is it right-left confusion).

So naturally, this was an easy mission. Just keep the land to starboard and the water to port except for a few problems. I dented the floorboards pounding on the non-existent rudder pedals, the “whiskey compass” leaked dry someplace near the Connecticut River, the aircraft had to be landed every two hours to replenish the oil, and an electrical system failure resulted in a no-radio night landing in Savannah, Georgia. So what has this got to do with legless pilots?

Those of you who read the last edition of *The Coastwatcher* and have no short time memory loss will remember a mention of Sidney “Timbertoes” Carlin, a World War II RAF pilot who flew with a wooden leg.

The article also mentioned that he was not the only RAF pilot with one leg. Hap, my brother, contacted me immediately to remind me of Douglas Bader, who had two artificial legs. This got me to thinking. Are there any other rated pilots who are missing one or both lower extremities? And the answer is yes!

Capt. Douglas Smith Rogan, DSO, DFC, South African Air Force was one. In November of 1941, Rogan was flying a Curtiss Tomahawk in the North African Theatre when a 20mm anti-aircraft round struck his leg. He managed to return to base but the leg had to be amputated.



Rogan was determined to return to combat and inspired by Douglas Bader, a double-amputee, got fitted with an artificial limb and within a year was back in combat!

At the end of his tour, he was credited with three enemy aircraft destroyed and two probables. After the war, Rogan remained in the SAAF as an air

fighting instructor in an operational training unit.

Another WWII pilot, Hans Ulrich Rudel flew the Junkers Ju-87 Stuka dive bomber for the Luftwaffe on the Eastern Front. He flew 2,539 combat missions and is credited with destroying 519 tanks, nine aerial victories, and an amazing number of trucks, trains, artillery pieces, and even major naval vessels.

In February of 1945, he crash landed and his right foot was amputated below the knee. A month later, he was back in the air!



(Photo Credit: Bundesarchiv)

An unreformed Nazi, post-war he lived in South America and then Germany where he was an ardent Neo-Nazi and supporter of dictatorial governments.

Alexei Maresyev also fought on the Eastern Front by was a Hero of the Soviet Union. His career as a fighter pilot commenced in August of 1941. After four victories, he himself was shot down in April of 1941.



Behind enemy lines and badly wounded, it took him 18 days to get back to the Soviet lines. His injuries and frostbite led to the amputation of both of his legs. It took him two years to recover and re-qualify for flight duty.

In 86 combat missions, he was credited with eleven German aircraft. After the war, he obtained a doctorate in history, worked in veterans' affairs, and served as a member of the Supreme Soviet.

An asteroid, 2173 Maresjev is named in his honor.

Finally, there are Capt Christy Wise USAF. Wise flies the HC-130J. In April of 2015, she was paddle boarding when a hit-and-run boater struck her. It took her 14 months of rehabilitation but Wise passed the requisite tests and returned to flight status.



(Photo Credit: SrA Ryan Callaghan)

Wise is a seasoned athlete and a medalist in the Wounded Warrior competitions. She also contributes time to working with children who have suffered similar injuries. Her sister Jennifer, a general surgeon and brother David, an Olympic gold medalist in skiing has started a foundation which provides prosthetic limbs to Haitians, some victims of the devastating 2010 earthquake.

The title of this essay is “Without a Leg to Stand On.” A meaning of the phrase is that one has no justification for an action. For example, if one cannot supply documentary evidence or witnesses in a suit, they may be advised that they “do not have a leg to stand on; your case is hopeless. Quit!”

In the world of military aviation where physical prowess is so important, one might easily judge that an amputee who wishes to regain flight status does not “have a leg to stand on.”

The examples above demonstrate that a person with a reserve of spiritual and mental strength can overcome physical disabilities which seem to be insurmountable barriers. They do not quit.

AVIATION CHRONOLOGY

16 May, 1929 – The first Oscar for Best Picture is awarded to the silent movie “Wings.” The story was written by John Monk Saunders. A Rhodes Scholar, Saunders served as a flight instructor during World War One. One of the actors, Richard Arlen was a WWI veteran of the Royal Canadian Air Force. The director, William Wellman, served with the Lafayette Flying Corps in World War One.

Wellman and cinematographer Harry Perry adjusting camera on photo plane.



Producer Lucien Hubbard, director William A. Wellman and screenwriter John Monk Saunders on the Wings location, 1927.



17 May, 1946 – First flight of the Douglas XB-43 Jetmaster, American jet-powered prototype bomber aircraft. First axial flow engines one awaits restoration at AF museum.



Note that the pilot and co-pilot each have a separate bubble canopy!

(Photo Credit: National Museum of the USAF)

18 May 1966 (USA) — The first round-the-world solo flight by a woman is made by British pilot Sheila Scott. She flies 29,000 miles in stages in her Piper Comanche “Mythe Too.”



19 May, 1918 – Raoul Lufberry, commander of the US 94th Aero Squadron (Hat in the Ring Squadron) and second highest scoring American ace with 17 victories, is killed in air combat.



(Photo Credit: Library of Congress)

Lufberry was born in France to an American father and a French mother. After a peripatetic life wandering the world he returned to Wallingford, Connecticut to visit his father who had, in the meantime, returned to France.

Raoul spent the next two years in Wallingford where he lived with his older brother Charles and his sister-in-law and worked at a silver-plating factory. It was the only time Raoul Lufberry ever spent in Connecticut. Wallingford has named a park and a highway in his honor.

20 May, 1965 – First flight of the DeHavilland of Canada DHC-6 Twin Otter. Joe Fugere, President of Groton based Pilgrim Airlines pioneered the use of the Twatter as a regional airliner.

An unusual pairing of Twin Otters in Groton. The plane to the left is marked Coastal. At that time, the Editor was working for Coastal Airways based in Groton. The aircraft had nothing to do with the Groton company and was from some Gulf state. The aircraft to the right is a Pilgrim

Twin Otter and the co-pilot is getting ready to load baggage in the nose compartment.



21 May, 1878 – Birth of Glenn Curtiss. Curtiss was a racer who earned the title as the “fastest man on earth” in 1907 after running a measured mile in a V8 powered motorcycle of his own design, clocking 136.3 mph.



Competing with the Wright Brothers, he pioneered many aeronautical achievements such as ailerons and the seaplane.

He had a 10 year running patent dispute with Wilbur and Orville which ended during WWI under pressure from the government. Ironically, in 1929, the Curtiss Aeroplane and Motor Company merged with the Wright Aeronautical Corporation to form the Curtiss-Wright company.

22 May, 1912 - Marine Corps 1st Lt. Alfred A. Cunningham reports to the Naval Academy, where he receives flight instruction, later becoming the first Marine Corps pilot. May 22nd is considered the birthday of Marine Corps aviation.

