



Missions for
America
Semper vigilans!
Semper volans!

29 SEP-Glider Flights-Springfield, Vt.
06 OCT-Groton Fall Festival
11-12 OCT-UCC
11-14-CTWG/NER Conference
10 NOV-Cadet Ball

The Coastwatcher

Publication of the Thames River Composite
Squadron
Connecticut Wing
Civil Air Patrol
300 Tower Rd., Groton, CT
<http://ct075.org>.

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

Issue 12.20

22 May, 2018

27 MAY-Memorial Day Parade
29 MAY-Bacchanal Honoring Willi Lintelmann
05 JUN-TRCS Meeting-Senior Staff Meeting
10 JUN-CTWG SAREX
12 JUN-TRCS Meeting-Blues-Commander's Call,
Promotions
16 JUN-Commander's Cup Rocket Contest
19 JUN-TRCS Meeting
26 JUN-TRCS Meeting
14-15 JUL-SLS Windsor Locks
21 JUL-Celebrate East Lyme
4-5 AUG-CLC Windsor Locks
11-18 AUG-CTWG Encampment
19 AUG-Groton Airport Day
22 SEP-Preston Scarecrow Festival
25 SEP-Fruit Sale Starts

CADET MEETING

22 May, 2018

The cadet meeting upon up with a drill session conducted at the 1109th TASMG courtesy of Facilities Manager Maj Stephan Nowakowski, CTANG. The cadets were practicing for the Memorial Day Parade and were fortunate to receive useful tips from the Guardsmen.

C/CMSgt Daniel Ramsey spoke about the nature of leadership and followership to satisfy one of the requirements to earn the Armstrong Achievement.



Chief Ramsey noted that the quality of leadership must be viewed through the lens of one's cultural environment. He illustrated the qualities of leadership and followership by analyzing the career of Tom Brady, quarterback for the Boston Patriots.

SENIOR MEETING

22 May, 2018

Maj Farley informed the seniors about his conversation with Capt James Whitesell, the new CTWG Director of Operations.

He called attention to the National Headquarter's policy regarding aircrew professionalism.

The final schedule for the Long Island Sound Patrol has not been finalized. Capt Miller, LISP Coordinator, will issue a update within a week.

SCHMIDT DESPEDIDA

The Squadron gathered to say farewell to Lt Steven Deignan-Schmidt, Deputy Commander of Cadets. Schmidt is receiving a Ph.D. in Oceanology from the University of Connecticut, has been hired by Sikorsky Aircraft and moving closer to his place of employment.



Two essential accouterments of an engineer: an embossed coffee cup and a picture to hand on his cubicle wall.



cadet sponsors or senior members and has used them to provide additional assistance in managing the cadet program.

Schmidt will stay with TRCS in the interim but in a less active role as he and his wife establish their home in Seymour.

The gathering ended with cadets and seniors enjoying cake, soda, and chips.



Let Them Eat Cake



Schmidt has been a member for two and a half years and during that time has also served as Communications Officer, Safety Officer, and Supply Officer and has received a Commander's Commendation Award from the Wing.

He has been very active in emergency services and is qualified as a mission pilot, mission radio operator, and member of an urban direction finding team.

The Squadron's cadet program has been enhanced by this enthusiastic leadership. An amateur radio operation holding a general license, Schmidt was a driving force in getting cadets and seniors to earn FCC, ICUT, and Mission Radio Operator ratings.

He also recruited a number of parents who are

HARDCORE ROCKETEERS MEET TWICE

The postponement of the CTWG Commander's Cup Rocket Contest has given squadrons a breathing spell to improve already built rockets or complete new ones.

Some TRCS met twice, on Thursday and Saturday, to continue working on their entrants. The hardcore builders were Cadets Elizabeth Burton, Rhyss Thornell, and Silas Simmons supervised by SM Michael Kopycienski.



Between them, the Hardcore Cadet Rocketeers have completed on finishing seven different rockets. All three have also completed the three tests required for the CAP Rocketry Badge.

ACHIEVEMENTS, AWARDS, PROMOTION, NOTABLE ACTS

Lt Adam Spreccace was awarded a Certificate of Appreciation for his contributions to the success of Aviation Day on 12 May. Spreccace scheduled the cadet orientation flights and set up the flight simulator for the CTWG remote piloted aircraft which cadets were allowed to operate.

The Unglamorous Jobs

They parade around in their blues and spit-shined boots. They prance on the ramp in their flight suits. They wander the boonies in their camouflaged BDU and orange vests. But behind the colorful display of CAP uniforms are the people who put on work clothes to make things happen.

This week alone, Lt Col Doucette, Major Farley, Lt Heard, and SM Mike Kopycienski removed the old sign in front of our trailers and repaired and painted a new sign. The new sign is the work of Mr. Craig Speck who works at the 1109th TASMG and is donating his artistic skill and labor.



Before, During, and After
(Photo Credit: Maj Farley)

While the cadets worked on their rocket projects this weekend, Lt Jennifer Thornell plowed through the cadet program and logistics paperwork and worked in the storage trailer. SM Clara Kopycienski swept the cadet trailer and was seen on her knees cleanings stains from the floor.

SM Jennifer Munzner planned the farewell party honoring Lt. Schmidt.

AEROSPACE HISTORY (and a quiz)

An "N-number" is the aircraft registration number used by U.S. civil aircraft. The number consists of one to five characters, must start with a number other than zero, and cannot end in more than two letters. The letters I and O are not used to avoid confusion with 1 and 0.

Aircraft registered in other countries carry different prefixes. In 1919, the International Air Navigation Convention assigned 'N' to the United States. The first letter was generally the letter assigned as a national radio call sign by previous agreements and the United States held rights to N, W, and K. There is no clear reason why N was chosen for aircraft identifications but W and K were adopted as prefixes by radio stations.

In 1927, amended Air Commerce Regulations required the N prefix for U.S. aircraft engaged in international flights and then extend to apply to all U.S. aircraft. A second letter was assigned to indicate the airworthiness status of the aircraft: C for commercial, X for experimental, L for limited, and R for restricted. The Spirit of St. Louis bore the identification N-X-211. These letters are still seen on older aircraft but are not used in radio reporting.

But what about other countries? Here is a little quiz to test your knowledge of national registration prefixes. The answers appear at the end of this issue.



*Bombardier 700
Global Express
PR-OOF seen at
GON this week.*

*A Piper Cherokee
OB-I-879. The I
stands for
Instruction.*



*A DHC Twin
Otter sporting
the ID number
PZ-TAV*



*A Douglas DC-9
bearing the
identification
PJ-DNC*

*A French Sud
Caravelle,
CC-CCP
far from home.
The lone star
does not
indicate Texas.*



*A Fuji FA-200
marked as VH-
FJC*



*A Piper
Navaho at
GON,
HB-LNL,
is far from its
reservation*



*Cessna 172
4X-CAU
on final*

*The first aircraft was
PT-OOF. This is an
Airbus OO-SNI*



*Does the
flag help
determine
the home of
D-AINE*



AEROSPACE CHRONOLOGY

23 May, 1848 – Otto Lilienthal is born. Lilienthal flew thousands of flights studying design, stability, and control features. Wilbur Wright remarked that

My own active interest in aeronautical

problems dates back to the death of Lilienthal in 1896. The brief notice of his death which appeared in the telegraphic news at that time aroused a passive interest which has existed from my childhood...



Lilienthal in flight after launching himself from the purpose built hill which he had constructed.

(Photo Credit: Library of Congress)

Killed in a crash, Lilienthal's last words are carved into his tombstone: “*Opfer müssen gebracht warden.*” (Sacrifices must be made).

24 May, 1978 – Barbara Ann Oswald charts, then hijacks a Jetranger II helicopter and forces the pilot to land in the yard of the United States Penitentiary, Marion, Illinois. The pilot, Alan Barklage, disarms Oswald and shoots her.

The helicopter hijacking was prompted by Oswald's wish to free Garrett B. Trapnell, a career criminal, convicted of highjacking a DC-9, TWA Flight 2 on January 29, 1972. That hijacking ended when Trapnell was disarmed and shot by an F.B.I. Agent.

Seven years later on December 21, 1978, 17 year old Robin (Robyn?) Oswald, the daughter of Barbara Ann Oswald hijacked TWA Flight 541 claiming she had three sticks of dynamite strapped to her body. The dynamite were road flares. She surrendered peacefully.

25 May, 2000– Reginald Chua hijacks Philippine Airlines Flight 812, an Airbus A330. He had a gun and a hand grenade. Emulating a old time highway, he demands that the passengers “stand and deliver” and put their valuables in a bag which he is carrying. Chua then forces the pilot to descend and depressurize the aircraft. While in

the cockpit, he requests instructions on how to bail out, The crew notes that his parachute does not have a ripcord so they obligingly fashion one from a curtain sash,

Then, in the style of the legendary D.B. Cooper, he attempts to depart the aircraft from the rear door using a homemade parachute and wearing a ski mask and swimming goggles!



Chua's exit photographed after the aircraft landed.

Experiencing difficulty exiting, a male flight attendant, always solicitous about the wishes of a passenger, pushes him out. Searchers found his body three days later with some \$25 worth of Filipino pesos, undoubtedly, not enough to compensate for the price of the ticket.

26 May, 1986 – Michel Vaujour forces his way to the roof of a building in La Sante Prison, Paris using nectarines painted to resemble hand grenades! His wife, Nadine, having just learned to fly a helicopter, comes in with a Sud Alouette 2, drops a line, and lifts him to freedom. Ain't love wonderful.



The roof tops of La Sante Prison from which Michel Vaujour was lifted.

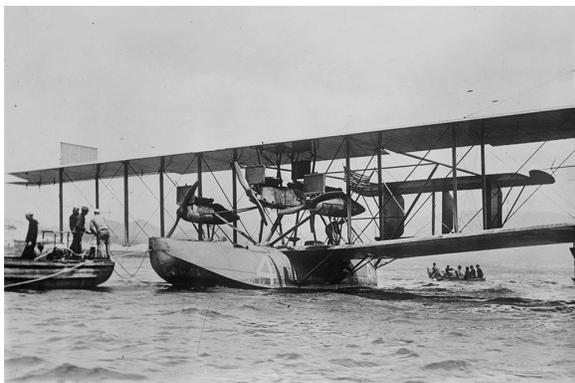
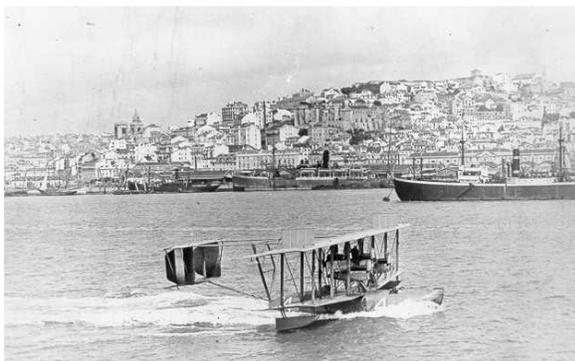
(Photo Credit: Michael C. Berch)

27 May, 1919 – A Curtiss NC-4 lands on Lisbon's Tagus River to complete the first air crossing of the Atlantic Ocean. Three of the Navy's “Nancy” boats, NC-1, NC-3, and NC-4, departed Naval Air Station Rockaway, New York and stopped at Chatham Naval Air Station and Nova Scotia,

Halifax before reaching the trans-Atlantic jumping off point, Trepassey, Newfoundland on the 15th.

The three aircraft lifted off on 16th for a 1,200 mile run to Horta in the Azores Archipelago. The course was lined with 22 Navy ships at 50 mile intervals to assist navigation and stand-by for rescues. The NC-4 reached Horta after 15 hours and 18 minutes. The NC-1 had to force land and sunk under tow. The NC-3 had mechanical problems and taxied 200 miles to Horta.

On the 20th, the NC-4 departed Horta but mechanical problems forced a landing at Ponta Delgada, São Miguel Island after only 150 miles. It took a week to get spare parts but on May 27th, the NC-4 followed a course guarded by 13 Navy ships and reached Lisbon in 9 hr, 13 min.



(Above) NC-4 taxis on the Tagus.

(Below: NC-4 moored.)

(Photo Credits: Library of Congress)

On the final leg of its trip, the NC-4 landed at Plymouth, England, the departure point of the Mayflower and its Puritan passenger list, August 1620.



The NC-4 crew, left to right: Lt. Elmer F. Stone, U.S. Coast Guard, pilot; Chief Machinist's Mate Eugene S. Rhodes, engineer; Lt. Walter Hinton, copilot; Ensign Herbert C. Rodd, radio officer; Lt. James L. Breese, engineer; and Lt. Cmdr. Albert C. Read, commanding officer and navigator. Far right: Capt. Richard E. Jackson, Commander U.S. Naval Forces Azores.

Sic Transit Gloria! About three weeks later, John Alcock and Arthur Whitten Brown flew a Vickers Vimy non-stop from Newfoundland to Ireland.

The NC-4 may now be seen at the National Museum of Naval Aviation, Pensacola, Florida and the Alcock and Brown's Vickers Vimy resides in the Science Museum, South Kensington, London.

28 May, 1987 – Mathias Rust flew a Reims built Cessna 172P into Soviet airspace and landed on the Bolshoy Moskvoretsky Bridge near St. Basil's Cathedral. He chose the bridge because of heavy traffic in Red Square. By luck, the trolley wires on the bridge had been removed that morning for maintenance.



A low-time pilot, Rust knows when to "go-around."



He then taxied it to the edge of Red Square. An 18 year old with about 50 hours logged, Rust stated that he was trying to improve East-West relations by creating an “air bridge” between the two sides.



Rust, a police officer, and gawkers await the arrival of the arresting officers.

Rust had filed a flight plan from Helsinki, Finland to Stockholm, Sweden but turned east instead. Finnish air traffic control lost communications with Rust but noted his deviation from his flight plan. When he disappeared from radar, they declared an emergency and launched search units. After entering Russia, he was spotted by air defense units. Organizational difficulties resulted in failures to execute a successful intercept or shoot-down.

The Russkies arrested Rust and sacked the Minister of Defense and the CinC of the Soviet Air Defense Force. Rust was convicted of hooliganism, disregard of aviation laws and entering the Soviet Union illegally. He was

sentenced to four years but released after one and returned to West Germany where a year later he stabbed a co-worker and was convicted of attempted manslaughter for which he served 15 months. Over the next 15 years, he converted to Hinduism and convicted twice, once for theft and once for fraud.

The aircraft, D-ECJB may be seen at the *Deutsches Technikmuseum Berlin*.

29 May, 1940 – The Connecticut State Airplane, the Vought F4U Corsair made it first flight under the control of Lyman A. Bullard. The aircraft had the longest production run of any U.S. piston engine fighter, 13 years, and 12,571 units rolled out of the factories. Corsairs were produced under license by two other companies, Goodyear using the FG designation such as FG-1A and Brewster which produced the F3A series flown by the British as Corsair Mk III.



(Photo Credit: NACA)

The Corsair was designed as a carrier based aircraft but the reduced visibility caused by its long nose made it difficult to land so the Navy gave them to the Marines for shore based operation. The Royal Navy's Fleet Air Arm solved the problem by eliminating the traditional rectangular landing pattern. Instead, a landing Corsair would fly a slow curving arc from downwind and only aligned with the deck just before touchdown.



(Photo Credit: National Air and Space Museum)

The odd inverted gull wing allowed mounting the fully retractable main landing gear in such a way as to provide ground clearance for the enormous propeller.

The Corsair served in combat in World War II, Korea, and the French colonial wars. As World War II wound down in the Pacific, the Corsair achieved notable success as a fighter-bomber and employed by the U.S. Marine Corps in the close air support role.

In Korea, the Corsair continued to prove itself. The Marines modified the F4U-6 for the low altitude attack mission by armoring the cockpit and fuel tanks. The new version was called the AU-1.

In an heroic attempt to rescue a shot-down squadron mate, Jesse L. Brown, Lt. Thomas Hudner crash landed his F4U-4 next to the the burning aircraft. The badly injured Brown was pinned in the wreckage. A rescue helicopter arrived but efforts to extract Brown failed and he died from his injuries and exposure. Four months later, Hudner was awarded the Congressional Medal of Honor .

The Corsair's final combat bow was taken in the "Football War" between Honduras and El Salvador. Supposedly triggered by a dispute over an international football match, the war actually resulted from land, labor and immigration issues.



The last Corsair to see combat.

(Photo credit: Bernardo Moncada)

Both sides had Corsairs with Honduras having about a dozen Vought built aircraft and El Salvador fielding about six clapped-out FG-1 Goodyear built Corsairs.

On the third day of fighting Honduran Captain Fernando Soto Henríquez flying an F4U-5N shot down an El Salvador Mustang. Later on the same day, Soto and his wingman encountered two Salvadoran FG-1D Corsairs. On his first pass, Soto shot down one of the enemy Corsairs and then engaged in what fighter pilots call "a knife fight in a phone booth" and Soto once more emerged victorious.



Soto perches on the wing of 609 which displays kill marks for two Corsairs and a Mustang.

QUIZ ANSWERS

1. *Brazil*
2. *Peru*
3. *Netherlands Antilles*
4. *Australia*
5. *Israel*
6. *Germany*
7. *Surinam*
8. *Chile*
9. *Switzerland*
10. *Belgium*