



Missions for America
Semper vigilans!
Semper volans!

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
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

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Composite Squadron
Connecticut Wing
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Issue 12.21 29 May, 2018

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Meeting
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12 JUN-TRCS Meeting-Blues-
Commander's Call, Promotions
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Contest

PENCE VISIT

On Wednesday, 13 cadets and two senior members were present to greet Vice President Michael Pence at Groton-New London Airport. Pence was in town to give the commencement address at the U.S. Coast Guard Academy. Upon disembarking from the USAF Special Air Missions VC-32A, the Vice President walked to the spectator area for the ritual hand-shaking and photo-taking session. He approached the Thames River cadets first, exchanging greetings and shaking hands and stood for a group photo. He then spent a few minutes “working” the crowd, guarded by his Secret Service detail before boarding his limousine and departing for the Coast Guard Academy.



C/TSgt Rhyss Thornell greets the V.P. and shakes his hand.



Our contingent was led by Lt Steven Schmidt, Deputy Director of Cadets and Maj Stephan Nowakowski, CTANG in the Squadron vehicle.

C/2dLt Ryan Schantz and Cadet Luis Trinidad followed with our banner.



Two other aircraft were in Groton for the Academy graduation. A McDonnell-Douglas C-17 out of Dover Air Force Base delivered the executive limo, the Secret Service vehicles, and equipment to support the visit. A second aircraft, a C-37A, Gulfstream V, brought in Commandant of the Coast Guard Admiral Paul F. Zukunft.

An honor guard bearing the national ensign and squadron colors consisted of Cadets Owen Guilliams, Jack Race, C/CMSgt Hannah Ramsey and Rhys Thornell.



(Photo Credits: Mr. Burton, Mrs. Schantz, and Lt Thornell)



Flight Leader C/CMSgt Daniel Ramsey and guidon bearer Cameron Wischman were vanguard for the rest of our marchers” Cadets Spencer Haynes, Silas Simmons, Dan Martin, Elizabeth Burton, Roan Schaffer, and Benjamin Kelley.

LEDYARD MEMORIAL DAY
PARADE
27 May, 2018

Eighteen TRCS members mustered for the annual Ledyard Memorial Day Parade. A ceremonial wreath laying preceded the march.



Capt Robert Guilliams and SMS Michael and Clara Kopycienski passed out recruiting literature and observed the parade from the sidelines.

Although disappointed that 76 trombones did not lead the big parade, the cadets enjoyed the gustatory reward of tube steaks and soft drinks, the opportunity to promote CAP, and the privilege of honoring those who died in the service of our nation.

CADET MEETING

29 May, 2018

Cadet Wischman briefed the cadet on aircraft bird strikes

Maj Stephan Nowakowski, the Facility Director of the 1109th Theatre Aviation Maintenance Support Group, delivered an aerospace lesson on the maintenance programs established by the Army Air National Guard to ensure that the fleet maintains readiness. The 1109th is one of four TASMGs is responsible for aircraft in the northeast United States as far west as Ohio and as far south as Virginia.



Nowakowski a fourteen year Guard veteran and helicopter pilot, detailed the problems faced by the maintainers from normal wear to material defects to corrosion. Cadets and senior members responded to his comments about the special techniques needed by the Guardsmen with thoughtful questions.



SM Clara Kopycienski asking for information from Maj Nowakowski.

He concluded by discussing the educational and financial advantages of enlisting in the Connecticut Guard. Young members learn a trade, earn money attending drills and summer encampments, and are eligible for tuition reimbursements at state colleges and universities.

SENIOR MEETING

29 May, 2018

The senior members dined together and enjoyed an evening of conversation and companionship.

MRS. KINCH PASSES

The Squadron was saddened to hear about the loss of Mrs. Susan Kinch, wife of Lt Col Lawrence Kinch.

Those of us who knew her remember her as an intelligent and talented lady. The Squadron extends its condolences to Col Kinch upon this unhappy occasion.

ACHIEVEMENTS, AWARDS, PROMOTION, MISSIONS, NOTABLE ACTS

Schmidt Proficiency Flight

Lt Schmidt accompanied by Lt Col Rocketto flew a two hour proficiency flight on Thursday. They departed Meriden-Markham and practiced different types of landings and take-offs at Sikorsky-Bridgeport and Tweed-New Haven before returning to Meriden.



Preflight Inspection

Unglamorous Jobs

During the past week, improvements have continued at the squadron building. The skirting on the cadet trailer received two coats of paint.



Rembrandt apprentices SM Kopycienski and Lt Heard did the honors.

Two new signs billboarding the Squadron have been erected. The signs were provided to us by Mr. Craig Speck who donated his skill and labor, saving the squadron approximately \$500.



(Photo Credits: Maj Farley)

Orientation Flights

Maj Farley took Cadets Trinidad, Schaffer, and Haynes on Syllabus One Orientation flights on Saturday.

Storm Damage Assessment

After the recent outbreak of severe weather, Maj Noniewicz and Lt Col

Rocketto flew a storm damage assessment mission to the Putnam area looking for signs of tornado damage. None were found.

Missing Person Search

On Monday, the Squadron participated in a ground and air search for a man and a woman missing after boating on Long Island Sound. The couple disappeared under undefined circumstances.

The Coast Guard led the search committing the cutters *Hammerhead* and *Steelhead*, from Woods Hole and Newport, a 45 foot Response Boat-Medium from New London, and a twin engine HC-144A Ocean Sentry and MH-60J Jayhawk helicopter out of Air Station Cape Cod.



EADS/CASA Ocean Sentry

Marine Protector Class Cutter Hammerhead
(Photo Credit: USCG)



Sikorsky Jayhawk

Around eight police and commercial teams searched the shorelines from Stonington to Millstone and the Thames River.

A CAP ground team led by Maj Roy Bourque were dispatched to the shoreline around UConn's Avery Point Campus. While there they assisted a woman who had slipped on the rocks and cut her head.



Lt Thornell offers some first aid supplies to the woman who had fallen.

(Photo Credit: Maj Roy Bourque)

Cadet Rhys Thornell carried out the duties of the ground team radio operator and C/Col Daniel Hollingsworth and Lt Jennifer Thornell constituted the rest of the team.

Lt Col Stephen Rocketto carried out mission radio operator tasks from the mission base in Groton. Col James Ridley was the incident commander.

Our Long Island Sound Patrol schedule gave way to the on-going search and rescue. The Squadron launched two aircraft and logged over five hours for the search.

Maj Noniewicz and Major Neilson conducted an air search of eastern Long Island Sound. The low ceiling presented some initial problems but the weather improved. They discovered a small boat which fit the description of the missing craft awash on a beach on the north shore of Long Island.

The crew photographed it and reported its location to the Coast Guard. Later investigation revealed that the boat was the missing craft but the missing couple were not found.

Maj Farley and Lt Spreace Adam flew the 2nd Thames River SAR sortie conducting a grid search between Southhold and Port Jefferson

The Air Force Rescue Coordination Center closed the Connecticut Wing Mission at on the 28th at 0801 EDST.

AEROSPACE CHRONOLOGY & HISTORY

30 May, 1972 – First flight of the Northrop YA-9. The YA-9 was a competitor of an Air Force attack plane contract which was won by the A-10 Thunderbolt II.



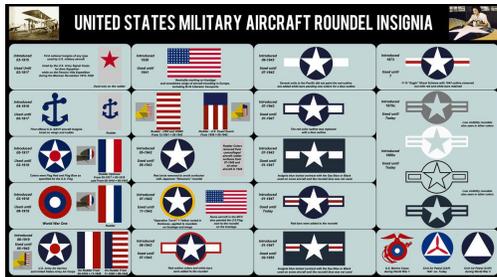
31 May, 1928 – Capt. Charles Kingsford-Smith, Charles Ulm, co-pilot, Harry Lyon, navigator and James Warner, radio-operator depart Oakland, California on the first leg of the first successful aerial crossing of the Pacific.

*Smith, Ulm,
Lyon, and
Warner*



The aircraft was a Fokker F.VIIIb/3m named *Southern Cross*. Landings were made in Hawaii, Fiji, and finally at Brisbane on June 9th. The flight time for the 7,000 mile trip was 83 hours.

01 June, 1942 – The United States adopted a new national insignia for its military aircraft. The red circle in the middle of a white star was eliminated to avoid confusion with the red disc of the Japanese *hinomaru* (circle of the sun).



The aircraft was not adopted by the Air Force but all of us aged comic book addicts remember that it was adopted by the Blackhawk International Squadron which used them effectively in the fight for “truth, justice, and the American way.”

02 June, 1943 – Nile C. Kinnick, goes West. Kinnick, an University of Ohio football player was the winner of the 1939 Heisman Trophy. He was voted U.S. Male Athlete of the Year with Joe Dimaggio coming in second.



Can anyone name the Blackhawk Squadron members?



June 4th-An auspicious day for record setting flights.

04 June, 1959

Max Conrad, noted long distance flyer, sets a new light plane distance record flying 7,738 miles from Casablanca to New York in a Piper Comanche, “*Let's Fly.*”

Kinnick was flying a Grumman Wildcat off the *USS Lexington* just north of Venezuela. His engine failed and he was forced to ditch.



03 June, 1949 – First flight of the Lockheed XF-90, designed as a long range penetration fighter and bomber escort. The aircraft design team included Willis Hawkins who later headed the C-130 program and Kelly Johnson.

He set a total of nine FAI recognized distance and speed records and was awarded the Harmon Prize in 1964 for “...most outstanding international achievements in the arts and/or science of aeronautics for the preceding year....”

04 June, 1927

Clarence Chamberlin left from Roosevelt Field, Long Island, New York carrying financial backer Charles A. Levine as a passenger. Chamberlin and Levine had hoped to win the Oerteig Prize for the first non-stop flight between New York and Paris but were grounded by administrative and legal issues when Lindbergh accomplished the feat on May 21-22.

Nonetheless, Chamberlin and Levine departed with a plan to land in Berlin but fell short by 100 miles, setting down in Eisleben.



The aircraft was a Wright-Bellanca WB-2 named *Miss Columbia*. The WB-2 was an ideal aircraft for long distance flying. Its fuselage shape and airfoil shaped lift struts allowed it to carry a heavier load than similar contemporary aircraft. The aircraft had been Lindbergh's first choice and he attempted to purchase the aircraft but Levine wanted to name the crew and Lindbergh refused.



Miss Columbia did achieve a unique distinction, the first aircraft to fly the

Atlantic twice. In 1930, Erroll Boyd, a Canadian, and navigator Harry Connor. *Miss Columbia* ended up in Canada after one of Levine's pilots, John Q. Williams, absconded with it over an argument over back-pay. Boyd, a friend of Williams, managed to gain custody of the aircraft making possible his plan to fly the Atlantic. *Miss Columbia* was rechristened *Maple Leaf*.



The Great Depression made raising capital near impossible but Boyd, his friends, and his well-wishers scrambled for funds and managed to get to Harbour Grace Airfield in Newfoundland. Extraordinarily bad weather delayed their take-off for three weeks but on October 9th they departed for a 24 hour flight which ended when a fuel shortage made them decide to land on a beach on Tresco, the largest of the Scilly Islands about 30 miles off the Cornish coast.



Maple Leaf on the beach at Tresco

With the assistance of helpful Scillonians, they dragged the *Maple Leaf* above the high tide line and secured aviation fuel. The next morning, the *Maple Leaf* departed and three hours later landed at Croydon Airport, south of London. Among the crowd waiting to greet them was none other than

Charles A. Levine.

The *Maple Leaf* née *Miss Columbia* was destroyed in a hangar fire in 1934.

04 June, 1935

Times were hard at Meridian Municipal Airport during the fifth year of the Great Depression and it was scheduled to be closed so managers Fred and Algene Keys decided to stage a publicity stunt which might forestall the closure. They decided to break the world's flight endurance record of 23 days.

To insure the safety of aerial refueling, they worked with a local mechanic, A.D. Hunter and developed a spill free fueling system. Readers will recall the incident in which Hap Arnold was drenched with gasoline while attempting to refuel the Question Mark during their record setting flight in 1929. The Hunter-Keys system would not allow fuel to flow until the hose was inserted into the tank and engaged a probe which opened the valve. The basic idea is still in use today.

They modified a borrowed Curtiss J-1 Robin. An extra large fuel tank replaced three seats and provide a rudimentary table and sleeping quarters. The aircraft was also supplied with a home-made VHF radio, an almost unknown aircraft system at that time. All of this work was supported by the local community who chipped in their labor and cash.

Catwalks allowed access to the engine in flight. Fred Key would don a safety harness and crawl out to perform needed maintenance. One one occasion, while greasing the rocker arms, turbulence knocked him off his perch.

Dangling by the safety line, he pulled himself up, hand over hand until safe on the catwalk.



The fall from the catwalk was not the only mishap. One of Al's teeth developed an abscess. Radioed medical advice from the ground failed to relieve the intense pain. A dentist got on the radio and instructed Al how to lance and treat the abscess using a medical needle, iodine, and cotton from the first aid kit. Al did so, the pain abated, and managed to get a full day of sleep.

An oil can got dislodged and broke some radio wires causing a short circuit and an in-flight fire. A fire extinguisher took care of the flames and in-flight repairs got the radio back on line.

Eventually, worn control cables and fitting forced the decision to land and the Robin returned to Meridian Municipal at 6:06 P.M. on July 1st.

Ole Miss was resupplied a couple of times each day by another Curtiss Robin piloted by James Keeton. Fuel would be dispensed and food and other necessities would be lowered by rope. A total of 435 fuel and food transfers were made and 6,000 gallons of fuel and 300 gallons of oil were consumed. The propeller had made 61,217,700 rotations!



The flight circled Meridian for 653 hr 34 min, 27 days and flew 52,320 miles, equivalent to twice around the earth.



Of course, fame brings endorsements. And after the flight, Camel cigarettes becomes the official cigarette of the flight. Where were they when the Key boys were struggling to find financing?



During World War II, the Key brothers joined the Air Force and served as bomber pilots.



Fred Key.



Al Key.

In 1955, Fred Key flew the restored *Ole Miss* to Washington where it can be viewed at the National Air and Space

Museum.

05-6 June 1944 – The D-Day air assault started with paratrooper and glider troops landing in Normandy. Some 13,000 American paratroopers from the 82nd and 101st Airborne Divisions made night drops and another 4,000 landed by glider during the day.

The C-47 Skytrain was the standard tow plane for U.S. assault gliders.



There were two major weaknesses in World War II paratrooper operations. The first is that it is extraordinarily difficult to quickly concentrate a sufficient operational force since even a stick of paratroopers from the same aircraft land scattered. Multiply this effect by dispersal for numerous aircraft.



An example of what can happen has been related by Lt. Gen. James Gavin who commanded 505 Parachute Infantry Regiment during the invasion of Sicily.

"When we jumped into Sicily, the units became separated, and I couldn't find anyone. Eventually I stumbled across two colonels, a major, three captains, two lieutenants, and one rifleman, and we secured the bridge. Never in the history of war have so few been led by so many."

Glanders were the World War II answer to his problem. The standard glider used by U.S. forces was the Waco CG-4A Hadrian which could carry 13 troops or alternately, a jeep or 75 mm howitzer. The carriage of artillery solved the other weakness of airborne operations, lack of sufficient armament to attack or defend their objective until heavy units arrived with more troops, artillery, and armor.



C-47s releasing their tows over the landing zone.
 (Photo Credits: National Museum of the USAF)

About 950 glider aircrews were available to fly the Waco CG-4 carrying troops and the British built Airspeed Horsas which could also carry light vehicles and artillery. Their mission was to protect the beachhead by seizing the road junctions and bridges behind and to the west of Utah Beach.

The British 6th Airborne Division landed to the north of Sword Beach. Two brigades dropped by parachute and the third brigade used gliders. Their basic mission was to secure the left flank from German counter-attack by capturing or destroying critical bridges.



RAF Halifax bombers and Horsa gliders marshaled for take-off.



Horsas crowd Landing Zone 'N' north of Ranville
 (Photo Credits: Imperial War Museum)

June 6, 1942 - Adeline Gray made the first jump testing the nylon parachute. The test was held at Brainard Field, Hartford, Connecticut.



The new parachute had been developed in a collaboration between Manchester's Pioneer Parachute Company and Cheney Brothers and DuPont as a replacement for silk. The primary source of silk had been Japan. Nylon was seen as a suitable substitute since it combined "compactness with lightness, resiliency and strength."

Gray, a 24 year old licensed parachute rigger from Oxford worked for Pioneer. She had been jumping since the age of 19 and also held a pilot's license. Fame brings endorsements. And once again, the R. J. Reynolds Tobacco Company is johnny-on-the-spot. In the December 24th issue of *Life* magazine, Gray touted Camel cigarettes.

try Uncle Sam's new nylon chute in its first "Live Test"

That's the proving ground of a parachute—just as the "T-Zone" is the proving ground of your cigarette (see below)

THE T-ZONE—That's the proving ground for... where cigarettes are judged

TASTE AND THROAT THAT'S MY TEST OF A CIGARETTE. AND THE BRAND FOR ME IS CAMEL. THEY'RE GRAND!

FIRST IN THE SERVICE With men in the Army, Navy, Marines, and Coast Guard, the favorite cigarette is CAMEL. (Based on actual sales records in Post Exchanges and Canteens.)

THE T-ZONE—That's the proving ground for... where cigarettes are judged

Camel