



Missions for America
Semper vigilans!
Semper volans!

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, Papparazzi
Hap Rocketto, 2nd Lt, AUS, (ret'd.)
&
Capt Edward Miller, Feature Writers

Issue 12.22

05 June, 2018

10 JUN-CTWG SAREX
12 JUN-TRCS Meeting Blues,
Promotions
16 JUN-Commander's Cup Rocket
Contest
16-18 JUN-LISP

19 JUN-TRCS Meeting
26 JUN-TRCS Meeting
04 July-Groton Parade (tentative)
08 JUL-EAA.WAA Pancake Breakfast-Westerly Airport
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
25 Dec/01 Jan-No Meetings

CADET MEETING

05 Jun, 2018

The meeting consisted of a potpourri of activities: drill, testing, color guard practice and a leadership class led by Capt Guilliams.

SENIOR MEETING

05 Jun, 2018

Majs Farley and Neilson led a hotwash of the Memorial Day search mission.

Lt Col reported on the healthy status of Squadron finances.

SM Kopycienski explained the updates to Squadron radios.

Capt Miller provided information about the upcoming LISP missions.

ACHIEVEMENTS, AWARDS, PROMOTION, MISSIONS

C/Col Daniel Hollingsworth, Regional Cadet of the Year



SAR and Reporting for Encampment Award

The Northeast Region has announced that Thames River's Daniel Hollingsworth has been named Regional Cadet of the Year. The minimum requirements to earn the award of to receive the Amelia Earhart Award or higher, demonstrate outstanding leadership in CAP, attain academic excellence in school, and be at least a junior in high school. C/Col Hollingsworth's qualifications have been submitted to National Headquarters for consideration as the National Cadet of the Year.

Latest Yeager Awardees

SM Michael Kopycienski and Maj John Peske have earned the Yeager Award Ribbon.

Mission Scanner

Lt Frank Crandall has re-qualified as a Mission Scanner.

BLACKHAWK SQUADRON MEMBERS

Three readers Lt Col Stidsen, Capt Miller, and Hap Rocketto responded to the challenge to name each member of Blackhawk's International Squadron.

The names are Blackhawk, André, Chuck, Hendrickson, Olaf, Stanislaus, and Chop-Chop. Hap Rocketto added that the were only lacking a Tony, Jesus, DeShawn, and Chaim to make them the typical American Infantry squad.



There have been a number of changes in the Squadron's personnel. The Political Correctness Police have made demands on the Squadron and the stereotypical characters of the classic members have been reduced to inoffensive blandness. Members have come and gone and there has even been Lady Blackhawk, not to be confused with Lady Gaga, Lady Bird Johnson, Lady Jane Grey or Lady Luck.

Two of the three respondents lamented that their collection of Blackhawk comic books were either trashed by the Mother when they left home or lost in a move.

Stidsen recalled that their earlier aircraft was the Grumman XF5F of which only one is on record as being built.



In April, it was announced that Steven Spielberg has been named as the director of an upcoming Blackhawk movie which may return to the World War II theme in the original comic book series.

The Editor's brother mentioned that the Editor is a member of the Blackhawk Rifle Club and a past multiple holder of both the prestigious Cross Fire and Shot in the Tail Awards. Calibrate your gun sight and check six!

AEROSPACE CHRONOLOGY & HISTORY

June 7, 1938 – First flight of the Douglas DC-4E. United Airlines sought a larger airplane than the Douglas DC-3 and Douglas produced the DC-4. The new aircraft was pressurized, had tricycle landing gear and twice the passenger capacity of the DC-3. United flight tested the aircraft but found it underpowered and uneconomical to operate due to its advanced features.



Douglas stepped back and and redesigned the aircraft and produced a smaller unpressurized version and named it the DC-4. The sole example of the original design was renamed the DC-4E standing for Douglas, Commercial Model 4 Experimental.



The DC-4E was then sold to Imperial Japanese Airlines which turned it over to Nakajima Aircraft Company. Nakajima studied the DC-4E features

and incorporated the best of them in the G5M, a four engine bomber. The triple tail fins were replaced by double fins and Japanese engines replaced the four Pratt & Whitney Double Hornets. A bomb bay, glazed nose, and defensive armament but retained much of the fuselage and wing structure. The design was unsuccessful and only a half dozen units were produced.



The fate of the DC-4E is uncertain. It was probably disassembled for study but the Japanese media reported that it crashed into Tokyo Bay In all likelihood this was a cover story to conceal the attempt at technology transfer.

The DC-4 and its military version, the C-54 Skymaster became a mainstay of the military air transport system and after the war, commercial aviation. It was a hero of the Berlin Airlift and the first dedicated Presidential airplane was an elevator equipped VC-54C, the *Sacred Cow*, used by Franklin D. Roosevelt.



FDR's Elevator in the "Sacred Cow"

*A C-54
Commemorating
the Berlin Airlift*



June 8, 1942– The Navy loses two blimps when the G-1 and the L-2 collide during the night while conducting

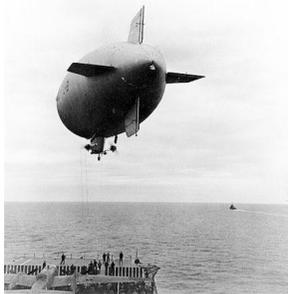
experiments in visual and photographic techniques of the coast of Manasquan, New Jersey. Seven sailors and five civilian are lost.



The G-1 Conducting Parachuting Experiments

The G-1 was the former Goodyear advertising blimp, *Defender*, purchased by the Navy. A sister ship of the L-2 had an interesting history.

The L-8 was Goodyear's *Ranger*. On April 2, some hours after the *USS Hornet* departed San Francisco carrying the 16 B-25 bombers of the Doolittle raid, the L-8 rendezvoused with the task force and delivered 300 pounds of critical parts for the bombers. The L-8 was commanded by Lt. (j.g.) Ernest Cody. For his performance, Cody was promoted to Lt. (s.g.)



L-8 Delivering Supplies to USS Hornet

On August 16, 1942, the L-8, commanded by Lt Cody departed Treasure Island, San Francisco on an anti-submarine patrol. Cody was accompanied by by Ens. Charles

Adams. Cody had 756 hours of lighter than air (LTA) time logged. Adams, 11 years his seniors, had considerably more experience. He had served as an enlisted man on board the Navy's rigid airships, *USS Akron*, *Macon*, and *Los Angeles* and had over 2,000 hours of LTA time but had been commissioned the day before the flight so was the junior officer on board.

The plan was to conduct a submarine search within 50 miles of San Francisco and return after four hours. An hour and a half into the flight, the L-8 sent a position report placing it four miles east of the Farallon Islands. Four minutes later, Cody reported that they were investigating an oil slick. The L-8 dropped two floating smoke markers on the slick. The act was observed by a freighter and a fishing boat. The blimp was seen to descend and circle the slick at low altitude for an hour and the fishing boat's crew reported that they observed two men aboard. At one point the L-8 descended to about 30 feet above the ocean. Then she was observed dropping ballast, ascending and heading east. Cody and Evans were never seen or heard from again.

The Navy made efforts to contact the L-8 by radio and dispatched two Vought OS2U Kingfisher search planes. At 10:49, almost five hours after take-off, a Pan American pilot reported seeing the blimp over the Golden Gate Bridge.

Eleven minutes later, one of the Kingfishers reported that the L-8 off Pacifica, California, about six miles west of the Golden Gate and ascending through a 2,000 foot overcast and then descending. An Army P-38 pilot was next to sight the L-8. A photograph was taken by Richard Quam who was heading for some time at the beach. Later, he reported that the blimp was bent in the middle.



The Blimp is Limp

11:15. Five hours after departure. The L-8 was observed by a bather at Ocean Beach, 50 feet over the water, engines dead, the envelope sagging, and moving broadside to the wind. The blimp touched down, took flight again and hit the side of a nearby hill. One of its 325 depth charges was knocked loose and the L-8, rose and disappeared from sight.

The ship was observed by a number of witnesses, one whom, using binoculars claimed to see figures aboard. The L-8 then descended into Daly City, just south of the San Francisco line. It bounced off two houses, crashed through some utility lines and landed on an automobile on Bellevue Avenue.



Citizens rushed to assist the crew and found the cabin door latched open and the gondola empty. A loud-hailer used to contact ships aurally was hanging below the door. The parachutes were still aboard as was the life raft. Investigation revealed that the L-8 was in working order and had four hours of fuel aboard.

As usual, speculation abounded: murder over a woman, a stowaway, capture by a Japanese submarine, abduction by aliens, and a rouge wave. The most reasonable explanation is that one man fell overboard investigating the oil slick and the remaining crew man attempted a rescue. This explains the, smoke markers, latched door, and the deployment of the loud hailer. But the mystery remains.

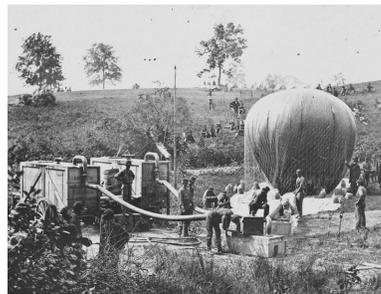
The minor damage to the L-8 was repaired and she was returned to service. After the war, the Navy returned it to Goodyear who refurbished her, renamed her *America* and employed her as a platform for televising sporting events. In 2003, Goodyear retired her and donated the gondola to the Naval Aviation Museum which restored with the same markings which she bore in 1942.



June 9, 1861 – Two members of the First Rhode Island Regiment, James Allen and Dr. William H. Helme, a dentist, make the first U. S. Army captive balloon ascent in Washington. Allen was a principal of the firm of King and Allen of Providence, balloon makers who had performed a number of ascents in Rhode Island. Records indicate that he was reimbursed \$5 with rations or \$5.75 without subsistence.

The Rhode Island Regiment was present and saw action at Harper's Ferry a few days later but there is no evidence that the balloon was used to reconnoitre Confederate positions.

A series of failures caused by technical problems with the inflation gear and quarreling between Allen and Union officers led to his dismissal. In 1862, he was recalled and served with this brother, Ezra on the Peninsula campaign where balloons were successfully used. By the end of the war, he had risen to acting head of the Balloon Corps.



Iron reacting with sulphuric acid produces the hydrogen gas used to inflate the balloon.

(Photo Credit: Library of Congress)

The American achievements attracted the attention of the Europeans and Prussia sent none other than Count Ferdinand von Zeppelin to observe the Union balloon operations.

June 10, 1953. The final experimental flight for the turbojet powered #3 Douglas D-558-I Skystreak is flown by A. Scott Crossfield. The aircraft was a collaboration between the U.S. Navy and the National Advisory Committee for Aeronautics. The Skystreak was of conventional design with unswept wings and took off from the ground under its own power. They were powered by one of the first axial flow turbojets, an Allison J-35-11.



Skystreak #3

The first flight was made on April 14, 1947 and within four months, she set two speed records. One Skystreak crashed killing NACA test pilot Howard C. Lilly. The other two were retired after a very productive six years of flight.

The #3 aircraft is now in the Carolinas Aviation Museum in Charlotte. The #1 Skystreak can be viewed in Pensacola at the National Museum of Naval Aviation.



Skystreak #1

June 11, 1943— As the Allies prepared to execute Operation Husky, the invasion of Sicily, preparatory efforts included the reduction of Italian forces stationed on nearby Axis held islands in the Mediterranean. One such island was Lampedusa which had been heavily bombed.

On this day in 1943, an RAF sergeant, Sydney Cohen, was piloting a Fairey Swordfish on a search and rescue mission. A misbehaving compass and shortage of fuel force him to make an emergency landing on Lampedusa

expecting that he and his two man crew would become prisoners of war.

As Cohen brought the Swordfish to a stop, he noticed a crowd of people approaching waving white flags. The garrison had had enough and was willing to surrender. Shortly thereafter, another allied air raid pounded the island and the Italians delivered a document signed by the island's commander formally guaranteeing their submission and asked Cohen to deliver it to officials competent to formally accept it.

Cohen took off and conveyed the document to Tunisia, landed at an American base and forwarded the surrender document. The Allied command sent a Royal Navy destroyer, HMS Lookout, and 95 men of the 2nd Battalion, Coldstream Guards which landed unopposed and completed the formal capitulation ceremonies.

In 1941, a German submarine, U-570, surrendered to an RAF Lockheed Hudson and during Desert Storm, numbers of Iraqi troops surrendered to aircraft overhead, this may be the only incident of an entire island delivering themselves to an enemy aircrew. Cohen became known as the “King of Lapedusa and a play was produced by a Yiddish theatre group which had a run in both London and Tel Aviv.



The King of Lapedusa in Flying Togs

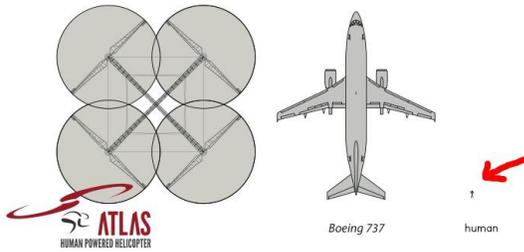
A year after the war ended, Cohen was killed when flying home to be discharged, his plane crashed in the Straits of Dover.

June 12, 1979 – The first man-powered aerial crossing of the English Channel is made when Bryan Allen pedals the Gossamer Albatross from Folkstone, England to Cape Gris-Nez, France. The aircraft was designed by Dr. Paul McCready and his company Aerovironment, now a major producer of small remote piloted aircraft for the military. The 22.5 mile flight took 2 hours and 49 minutes, a ground speed of about 8 mph.



The aircraft was constructed from carbon fiber tubes, wires, polystyrene foam, balsa wood, and mylar. Each of the four rotors had a radius of 33.5 feet. The maximum dimension was 154 feet and the weight was 121.4 pounds. The engine, Todd Reichert, is a speed skater and competitor in the field of human-powered vehicles. He weighs in at 176 pounds and produced an average of about 0.9 horsepower for the flight.

The aircraft had a structure of balsa wood, carbon fiber, kevlar, wire, and foam, covered with mylar. The wingspan was 93 ft and 10 inches and its empty weight was 70 pounds. The engine, Bryan Allen, a hang glider pilot and bicyclist weighed in at about 140 pounds and could produce 0.5 H.P. The Gossamer Albatross now hangs in the National Air and Space Museum and Allen is employed by the Jet Propulsion Laboratory as a software engineer working on Mars exploration projects.



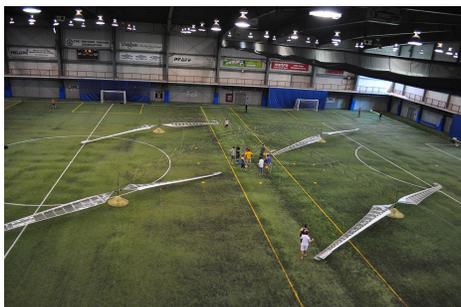
(Photo Credits: AeroVelo)

June 13, 2013 – The American Helicopter Society International's Sikorsky Human Powered Helicopter Challenge and its \$250,000 prize was won by the Canadian AeroVelo Atlas, a human powered helicopter constructed by an engineering team headed by Dr. Todd Reichert and Cameron Robertson based at the University of Toronto. The quadcopter made a 64 second flight to an altitude of 11 feet. The feat exceeded the AHSI requirements by 1 foot and 4 seconds.

The thrust of AeroVelo's innovative designs are to develop extremely efficient human powered machines and their accomplishments include Snowbird, the first successful ornithopter aircraft. A man powered flapping wing aircraft and Eta, the world's fastest human powered vehicle.



Snowbird



Atlas on the Playing Field at the Ontario Soccer Stadium

Eta is a melding of light weigh, high gearing, a superlative cyclist, computers and TV vision. The record is 89.95 mph

