



Missions for America

Semper vigilans!

Semper volans!

Publication of the Thames River Composite Squadron
Connecticut Wing
Civil Air Patrol

<http://ct075.org>

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24 July, 2018

SQUADRON CALENDAR

- 31 July, TRCS Meeting
- 30 JUN-1 AUG-SAREX Plainfield
- 04 AUG-Stonington Village Fair
- 4-5 AUG-CLC Windsor Locks
- 07 AUG-TRCS Meeting-promotions
- 11-18 AUG-CTWG Encampment
- 18 AUG-CTWG Commander's Call-Niantic
- 19 AUG-National Aviation Day-Groton
- 21 AUG-TRCS Meeting
- 28 AUG-TRCS Meeting
- 22 SEP-Preston Scarecrow Festival
- 25 SEP-Fruit Sale Starts
- 29 SEP-Glider Flights-Springfield, Vt.
- TBD SEP-SUI
- 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

24 July, 2018

Cadet Burton presented an aerospace briefing.

31 July, 2018

Five minute presentations on aerospace persons.

Leadership games.

SENIOR MEETING

24 July, 2018

Squadron goals were reviewed.

Officers were made cognizant of the new Wing Logistics Audit.

Lt Col Bright discussed Squadron outreach activities.

The new "risk form" was reviewed.

31 July, 2018

There was no formal agenda. Officers worked on individual projects or necessary training.

GON DRONE MEETING

A meeting was held on July 16th, at Groton-New London Airport. Katherine Young, Connecticut Airport Authority chaired the meeting which was to discuss plans for the exhibition of drones on Aviation Day, August 19th.

Lt Col Rocketto represented Thames River. Also attending were David Grainger, Salem Propbusters, David Gudbransen, the Williams School, Joel Stocker, Aerial Imaging Solutions, and Chet Moore, Groton Tower Chief.

AVIATION HISTORY

Wrong Way Corrigan

The ever alert but slow to respond feature editor, Hap Rocketto. Noted that the Editor, whose hero is Douglas Corrigan, had failed to commemorate the feat which made Corrigan famous.

On July 17th, 1938, Douglas Corrigan, departs Brooklyn's Floyd Bennett Field on the flight which inscribed his name in the pantheon of aviation heroes.



Corrigan and his Robin (Credit: Pittsburgh Magazine)

Corrigan had been one of the mechanics who had worked on Lindbergh's Spirit of St. Louis when it was assembled by Ryan Airlines in San Diego. Legend has it that he pulled the chocks when Lindy departed eastward and aviation fame.

The Galveston born Corrigan had a hankering to follow in Slim's wake so in 1938, he purchased the wreck of a 1929 Curtiss Robin, rebuilt it and modified it for long-distance flight. Horace Greeley's paean to the concept of "Manifest Destiny" "Go West young man" resonated in the hearts of the pioneers but the west had been settled and Corrigan's ancestral routes were eastward, in the Emerald Isle, as praised by Johnny Cash in his ballad *Forty Shades of Green*.

And so Corrigan piloted the Robin non-stop from California to New York where his filed plans for a trans-Atlantic hop. But the specter of a timid Federal bureaucracy deemed it unallowable and said that he ought return from whence he came.

And so on July 17th, Corrigan lifted off from Floyd Bennett Field headed west and disappeared in a cloud bank. Twenty-eight hours later he landed at Baldonnell Aerodrome near Dublin and exclaimed, "Just got in from New York. Where am

I?" He claimed that his compass malfunctioned and he lost his directions in the clouds!

The Irish were ecstatic and Corrigan acquired the status of a national hero. The Federal bureaucracy were not amused and, in the traditional style of government over-reach and profligate spending sent a 600 word telegram, listing the regulations that he had broken and suspending his license.



The Headlines

His plane was crated and he and the Robin returned to New York on the *S.S. Manhattan*. Once back in New York, he received a Broadway ticker-tape parade that according to reports attracted more viewers than had Lindbergh's! His license suspension was a lifted after 14 days, the time of his return trip by steamer.

Corrigan wrote a book, *That's My Story* and starred in a movie, *The Flying Irishman*. During World War II, he tested bombers and ferried aircraft for the Air Transport Command. To the end of his days, when asked about what had really happened on his historic flight, he replied, "That's my story and I'm sticking to it."

AEROSPACE CHRONOLOGY

August 1, 1943 – Operation Tidal Wave-178 USAAF B-24 Liberators departed bases in Libya to conduct a low level raid on nine oil refineries near Ploesti, Romania.



The Sandman, completing its run over the Astra Romana refinery, levels off after striking a balloon cable.

The raiders lost 53 aircraft and over 600 men KIA or MIA. The Germans and Romanians quickly repaired the damage and oil production resumed. Five Medals of Honor were awarded, three posthumously.

Aug 2, 1943 – Espiritu Santo, New Hebrides-A Boeing B-17E, *Yankee Doodle*, incurs a mechanical problem on takeoff and two of the crew are killed. The pilot, Gene Roddenberry, survives a second air crash while flying as a passenger and leaves the Air Force in 1945 with a Distinguished Flying Cross.

Roddenberry and three comrades stand in front of a B-17E.



Roddenberry joins Pan American World Airways and on June 18, 1947, survives the crash of Flight 121 when engine failure and a fire results in a crash landing in the Syrian desert. Roddenberry, with two broken ribs, took command and was instrumental in evacuating the passengers, providing care, and summoning assistance.

A year later, Roddenberry leaves PanAm, joins the Los Angeles Police Department, and starts writing scripts for television. In 1964, he creates Star Trek and his career rockets.

August 4, 1959 - Pusan Perimeter, South Korea-The first evacuation by helicopter of a patient from a Mobil Army Surgery Hospital (MASH) is carried out by a Sikorsky H-5G.

A casualty litter is visible on the port side of an H-5G, (Credit: Sikorsky Archives)



However, the bulk of casualty transports were carried out by the Bell H-13 Sioux.



The bubble nosed Sioux, most familiar to the viewers of the movie or television series, MASH.

August 5, 1935 – Point Barrow, Alaska – Wiley Post, record setting aviator, and Will Rogers, aviation advocate, humorist, and cultural icon, go West when their modified Lockheed Orion suffers engine failure on take-off and crashes.



Rogers and Post perch on the Orion early in the flight.

(Credit: Tulsa World)

August 6, 1953 – “The Thumper” Capt. (USMCR) Ted Williams returns to Fenway Park after serving after 39 combat missions flying a Grumman F9F-5 Panther in Korea. This was Williams's second service sabbatical from baseball. He was a Corsair instructor during WWII.



In Korea, Williams flew as a wingman to John Glenn who said that Williams was one of the best pilots he knew. Annie, Glenn's wife said that Williams was the most profane man she ever met!

Williams lost five years of playing because of his military service which he never complained about, stating that it was his patriotic duty.

Oh! And for you Yankee fans, pitcher Gerry Coleman, USMCR, served as a combat pilot flying the Douglas SBD Dauntless in WW II and the Corsair in Korea. He was awarded the Distinguished Flying Cross twice.



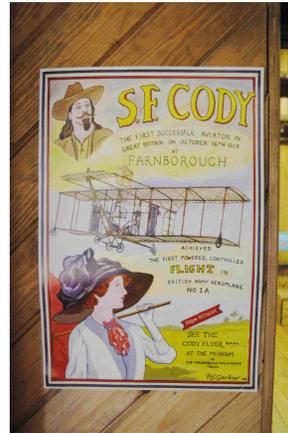
Coleman in his Corsair. He flew the AU-1 attack version in Korea.
(Credit: San Diego Padres)

According to a story told by Williams to Richard Fisk, a columnist for the New York Daily News, he spoke to Williams by telephone on the occasion of Senator Glenn's flight on the Space Shuttle. The story related by Williams concerns his crash landing on February 16, 1953. Williams leaped from the cockpit and ran away from the burning plane. Coleman was one of the spectators and remarked afterwards, "Hey Ted, that's a lot faster than you ever ran around the bases." Williams reply, which was saltier than related here was "What the hell do you know? You never got on base."

August 7, 1913 – Aviation pioneer Samuel Franklin Cody (born Cowdery) goes West when the Cody Hydro-Biplane which he has designed

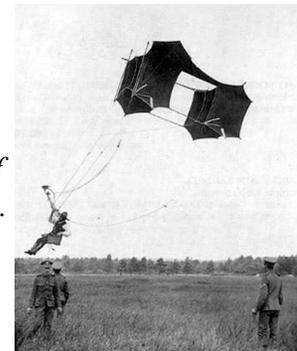
breaks up in flight. Cody and his passenger, William Evans, were not wearing harnesses and were thrown out and killed.

Cody, born in Davenport, Iowa, was a wild-west showman often confused with the more famous William Frederick "Buffalo Bill" Cody. He achieved fame in England with his shooting, riding, and lassoing exhibitions.



Cody poster displayed in British Army Museum, Aldershot.

Cody developed an early interest in kites. The British Army experimented with his man carrying kites as an alternative to balloons for artillery spotting. Cody received a number of appointments in aeronautics and was a key designer at what became the Royal Aircraft Establishment at Farnborough.



Cody aloft on one of his observation kites.

The first British Army dirigible, *Nulli Secundus*, and the first British Army airplane, Aeroplane No. 1, were projects on which he worked and on the 16th of October, 1908, he became the first man to fly an airplane Britain. Over the next five years, until his death, he continued as a self-funded designer and test pilot and set a number of early cross-country records in planes of his own construction.