

SQUADRON CALENDAR



Missions for
America

*Semper
vigilans!*

Semper volans!

27 NOV-TRCS Meeting
01 DEC-02 DEC-Corporate Learning Course
04 DEC-TRCS Meeting
08-09 DEC-Training Leaders of Cadets Course
11 DEC-TRCS Meeting-Mitchell Ceremony
15 DEC-Ground Branch Directors Course
16 DEC- TASMG Holiday Party
18 DEC-TRCS Holiday Party
26-31 DEC-Regional Cadet Leadership School
25 DEC & 01 JAN-No Meetings

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TRCS AIRCREWS AND GROUND TEAMS GIVEN HOLIDAY STAND DOWN

In order to allow TRCS personnel to take time to enjoy the holiday, The Coastwatcher has hired a turkey to watch the coast on Thursday.



TALE OF THE TURKEY

The Society of Cincinnati was formed, in 1783, by former officers of the American revolutionary army. They took their name from the Roman Lucius Quintus Cincinnatus who, on two separate occasions when Rome was threatened, was granted absolute power by the Senate. He successfully resolved both crises by military and political means, and then, immediately resigned office and returned to his farm. Would today's professional politicians follow this noble example.

Anyway, the Society adopted the bald eagle as part of their insignia. In a 1784 letter to his daughter, Benjamin Franklin noted that the emblem more resembled a turkey than an eagle and opined:

For my own part I wish the Bald Eagle had not been chosen the Representative of our Country. He is a Bird of bad moral Character. He does not get his Living honestly. You may have seen him perched on some dead Tree near the River, where, too lazy to fish for himself, he watches the Labour of the Fishing Hawk; and when that diligent Bird has at length taken a Fish, and is bearing it to his Nest for the Support of his Mate and young Ones, the Bald Eagle pursues him and takes it from him.

With all this Injustice, he is never in good Case but like those among Men who live by Sharping & Robbing he is generally poor and often very lousy. Besides he is a rank Coward:

The little King Bird not bigger than a Sparrow attacks him boldly and drives him out of the District. He is therefore by no means a proper Emblem for the brave and honest Cincinnati of America who have driven all the King birds from our Country...

I am on this account not displeased that the Figure is not known as a Bald Eagle, but looks more like a Turkey. For the Truth the Turkey is in Comparison a much more respectable Bird, and withal a true original Native of America... He is besides, though a little vain & silly, a Bird of Courage, and would not hesitate to attack a Grenadier of the British Guards who should presume to invade his Farm Yard with a red Coat on.

By coincidence, while ambling through the woods, the Coa stwatcher Editor came upon a flock of wild turkeys. He set off in hot pursuit. Yes, they can fly faster than he could run (and he was so hungry.) And they can roost higher in a tree than he could climb. The birds escaped.



On the other hand, the domestic butterball (registered trademark?) suffers from a weight if not a balance problem and is more like a kiwi or penguin than an albatross. We doubt that the domestic bird can "slip the surly bonds of earth."

So on Thursday, The Editor must be satisfied with his annual pilgrimage to Westerly where Margaret, his sister-in-law, will give him the bird (and side dishes) and later, provide a doggy bag to take home to consume in his modest bachelor digs when hunger demands.

May the cornucopia be with you.

**HAPPY THANKSGIVING TO
ALL!**

CADET MEETING

21 November, 2018

Подмосковные вечера

Lt Thornell conducted a session during which the cadets learned the Cyrillic alphabet and practiced useful phrases in Russian.

SENIOR MEETING

21 November, 2018

Senior Members worked on departmental assignments, recurrent, or new training.

Lt Col Kinch supervised Lt Diaz and SMs Snow, Hanke, and Seidel while they worked on qualifying for the scanner rating.

WEEKEND TRAINING EXERCISE

The Squadron was active in both air and ground training activities over the weekend.

Maj Borque participated in the CTWG SAREX and worked on fulfilling cadet emergency service qualifications. The ground team conducted a line search, practiced with signal mirrors, and discussed the techniques for acquiring clues about missing persons and aircraft.

The field team consisted of cadets R. Thornell, Martin, Burton, and Trinidad and Lt J. Thornell and SM M. Kopycienski.

Lt Col Kinch ran a scanner training session for Lt Thornell.

Maj Noniewicz flew to New Haven and picked up two scanner trainees. The first exercise was a two mile sector search counting churches in Old Lyme.

The second exercise consisted of a flight from Old Lyme to Southington and return to New Haven during which the scanner trainees practiced required skills selected from the scanner syllabus.

ORIENTATION FLIGHTS

TRCS maintains its goal of assuring that 100% of its new cadets get powered flight orientation rides within 90 days after joining.



Cadets Mitchell Rathbone & Michael Jeznach at the conclusion of their first ride.

KUDOS

Groton Tower



The Groton Tower has been chosen by the Midwest Air Traffic Control Service as its “Facility of the Year.” Midwest is the private company which contracts with the FAA to run air traffic control facilities. Groton's controllers was cited for “outstanding service and excellent performance. “The Power in the Tower” Chet Moore, Air Traffic Manager, notes that Groton has had no operational errors recorded in over 20 years. Moore was named Air Traffic Controller of the Year in 1909 and has 24 years of service in Groton.

Tower personnel not only handle local air and ground traffic but are responsible for the hourly weather reports, transmission of instrument flight plans, and warnings about birds and wildlife in the airport environs.

Controller points out identifying features of aircraft on the radar repeater.



TRCS has always experienced good relations with Groton Tower and specifically cite the excellent orientation briefings which they give to our cadets on our occasional visits.

REGIONAL CADET LEADERSHIP SCHOOL

Where: Camp Niantic, East Lyme, CT

When: 26th to the 31st of December 2018

Cost: \$120.00 (students) \$50.00 (cadet staff)

Uniform: Blues, ABU/BDU

RCLS (Region Cadet Leadership School) is a cadet activity held in a collegiate setting to foster leadership skills in cadet officers or cadets soon to be officers. The Northeast Region Leadership School (RCLS) promises to be a fun, challenging, and rewarding experience. RCLS is designed for Cadet Officers to learn new skills and knowledge they need to be more effective leaders in their home squadrons and wings. The RCLS blends classroom theory with hands on training to help cadets truly grasp the concepts they are being presented. To register, go to:

<https://ner.cap.gov/index.php/home/rcls>

AIRCRAFT FIT TO SYMBOLIZE TURKEY DAY

Turkeys and Drumsticks

After exhaustive research, *The Coastwatcher* has found three aircraft fit to honor the holiday. All three are naval aircraft built by Grumman.

Grumman TBF Avenger

First in time comes the TBF Avenger. A World War II torpedo bomber from the Grumman “Iron Works which was nick-named “Turkey.” Most of them were manufactured by the Eastern Aircraft Division of General Motors as the TBM in order to free Grumman's production line to produce the more glamorous F6F Hellcat.

The name probably derived from its ungainly appearance as compared to the relatively sleeker Hellcats and Wildcats with which it shared deck

space.



Big Breasted Bird Stuffed with Ordnance

The youngest naval aviator to serve, future President George H. W. Bush was an Avenger pilot assigned to VT-51 from the *USS San Jacinto*. On December 2nd, 1944, he was shot down over Chichi Jima but parachuted safely and was rescued by the submarine, *USS Finback*.



Young Bush pondering how to get back to a ship which has moved while he has flown somewhere else. This is not a trivial problem and notes help.

The Finback takes a Texas wetback aboard.



The Avenger is also associated with that female icon of wartime production, Rosie the Riveter. Rose Bonavita and work-mate Jennie Fiorito were riveters at General Motors Tarrytown, N.Y. Plant and set a record driving 3345 rivets and assembling an Avenger wing during a single six hour shift. President Roosevelt sent her a letter of commendation.

When the record was broken, Rosie and a new partner, Susan Esposito, set a new record, building an entire wing in four hours and ten minutes. Fabricating the wing required drilling 900 lap joint holes, fitting the skins together and driving 3,345

rivets.



Rosie on the right and her riveting partner Susan Esposito take a break to pose.

*All the day long whether rain or shine
She's a part of the assembly line
She's making history,
working for victory*

Excerpt from 1942 Hit Tune by Redd Evans and John Jacob Loeb

And the legend of Flight 19 lives on. On December 5, 1945, five Avengers were on an overwater navigation training mission out of NAS Fort Lauderdale. They were led by an experienced flight instructor but the students had logged only 60 hours in the Avenger and around 300 hours total time.

The students were receiving training in dead reckoning navigation but oddly enough, none of their aircraft were equipped with clocks. A student was the flight leader. The best guess as to what happened is after some compass problems, the flight was unsure of their position and identified the islands which they were over as the Florida Keys, southwest of the peninsula. They turned northeast. However, it is likely that they were near where they should have been, east of Florida near Abaco and Grand Bahama. If so, a turn northeast headed then into the Atlantic Ocean and into legend.

Grumman F-14 Tomcat

A second aircraft oft called "Turkey" was another Grumman, the F-14 Tomcat. A likely story for the origin of the name goes back to Grumman's tradition of distributing turkeys to their employees at Christmas. However, the Navy reps at the plant were forbidden to accept the gift. One of the

aircraft had met all contractual agreements but had not made its final flight. The Navy representative accepted the aircraft but refused to hand over the payment saying, "I may have bought the airplane, but we both know that this turkey is NOT fit to pay for!!! I'll pay you for it when it goes over the fence to the fleet".

The name Tomcat is special also. The F-14 may be only one of two aircraft named for American military men. The first is North American's B-25 Mitchell named for Billy Mitchell. The F-14 is one of a long line of Grumman "cat" fighters, from Wildcat to Cougar.

Vice Admiral Thomas F. Connolly was a fierce advocate for naval airpower. When Secretary of Defense Robert McNamara attempted to force the Navy to accept the F-111B, Connolly appeared before the US Senate Committee on Armed Services and was asked his opinion on what would make the aircraft suitable for naval operations.

Connolly had flown the F-111 on a test flight and determined that it had difficulty going supersonic and was unsuitable for carrier landings. He responded "There isn't enough power in all Christendom to make that airplane what we want!". The administration was not amused. And it was one of the shots that killed the Navy's F-111 also killing Connolly's chance for a fourth star.

Connolly, who became F-14 Program Manager, was backed by Admiral Thomas H. Moorer, another aviator and Chief of Naval Operations. The Tomcat was named in honor of the two "Toms."

The Tomcat still flies with the Islamic Republic of Iran's Air Force. The most successful Tomcat pilot was IRIAF Jalil Zandi credited with shooting down 11 Iraqi aircraft..



IRIAF Tomcat- Iran recieved 79 but only about a third are airworthy at any one time.

In order to prevent Iran, the only non-US operator of the Tomcat from buying spares on the surplus market, a decision was made to shred the 165 or so Tomcats in storage. Almost 100 others still exist on display or in storage at museums.



*Cat Fight
Caterpillar vs.
Tomcat*

Grumman A-6 Intruder.

Grumman placed a third entrant into the Thanksgiving aircraft class, the A-6 Intruder, known to some as the "Drumstick" due to its bulbous nose and thin rear fuselage. The Intruder served as an all-weather attack plane but finished its career with electronic warfare duties.



The Intruder and the Tomcat have been featured in Hollywood movies: *Flight of the Intruder* and *Top Gun*. Interestingly, the F-14 was designed as a fleet defense aircraft but the D model was equipped with a Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) pod and became a precision attack aircraft, the Intruder's original role.

And Finally... From the Politically Incorrect Department

Yellville, Arkansas celebrated its 72nd Annual Turkey Trot Festival last week. Part of their celebration does, in the words of Tom Lehrer,

“...gained notoriety and caused much anxiety in the Audubon Society.”

It seems that part of the festivities is to toss live turkeys for an airplane which is flying over the celebrants. They also run a “Miss Drumstick” pageant in which contestants are judged solely on the shape of their legs.



Turkey Away!

The Chamber of Commerce disassociates itself from the “turkey drop” but “phantom pilots” are always willing to log flight time on the mission. The FAA has ruled that turkeys are not projectiles so they cannot intervene. An animal rights organization offered a \$5,000 bounty for the identity of a phantom pilot and have threatened violence.

*Spartacus Moment!
Solidarity with the Phantom Pilot.*



Marion Count is not San Francisco. Another Resistance arises.

Anyway, the Chamber of Commerce has voted to no longer promote the festival in the interests of the nanny state catch-all word, “SAFETY.”

Cultures clash but the good ole' boys of Marion County have not had so much fun since the prolonged gun fights during the Tutt-Everett War (1844-1850) so PETA might want to reconsider its

threats of violence. Brawls and gun fire punctuated the Arkansas days and nights as the Tutt and Everetts expressed their differing political opinions. The Tutts championed Henry Clay's Whig Party and the Everetts supported the Democrats.

And we think the barrage of twitters, name calling, character assassinations and the occasional destructive rampage by the hooded thugs who proclaim themselves anti-fascists are rough politics.

AEROSPACE HISTORY AND CHRONOLOGY

Nov 22, 1901– The Wright brothers begin wind tunnel experiments in their bicycle shop at Dayton, Ohio. They were attempting to improve the wind design of what would become their 1902 glider. But they were not the first to use wind tunnels.



The first enclosed wind tunnel was constructed in 1871 by Francis H. Wenham, a marine engineer and John Browning, an inventor and manufacturer of scientific instruments. Wrenham patented the multi-wing design and his writings probably influenced the Wrights.

The Russian space visionary, Konstantin Tsiolkovsky also used a wind tunnel in 1897 to determine the drag coefficients of plates, spheres, and cylinders.

Today, wind tunnels are a common tool of aeronautical engineers with speed ranges from low to hypersonic speeds.

Nov 23, 1942 – The Navy sponsored Vought XF5U, probably the most unusual design to emerge for Bridgeport's Chance Vought drawing boards made its first flight. Any aircraft with such short wings would develop enormous drag from wing tip vortices so the designer, Charles Zimmerman, had the propellers rotate in a direction opposite the rotation of the tip vortices to reduce the drag.



Alas, as is common, the design came in over-budget and was still under development in 1946 when the Navy looked forward to jet propulsion so the program was cancelled. The sole surviving model of the two built was sent to the Smithsonian which sent it to the Frontiers of Flight Museum in Dallas, Texas, which is now the home of Vought Aircraft. Over a six year period, volunteers from the Vought Aircraft Heritage Foundation have restored it to display condition.

Nov. 24, 1947 – The F9F Panther, Grumman's first jet fighter, made its first flight. The aircraft was originally powered by the Rolls-Royce Nene engine, manufactured under license by Pratt & Whitney as the J42. Over time, the design was modified, a lengthened fuselage and more powerful engines.



XF9-2 and XF9-3 Prototypes

The last model was the F9F-5. The F9F-6 was a swept wing model called the Cougar but since the Navy considered it a derivative of the basic Panther design it maintained the same designation.



The Cougar was Grumman design number G-99. The Panther was G-79.

The Panther was the most heavily used Navy and Marine Corps aircraft during the Korean War. Three notable airmen have Panther stick-time: Ted Williams, John Glenn, and Neil Armstrong. The Panther was also the first jet used by the Blue Angels.

Nov 25th, 1940 - First Flight Day for two remarkable aircrafts.

The extraordinary de Havilland DH.98 Mosquito lifted off from Hatfield with Geoffrey de Havilland, Jr. at the controls. The aircraft was conceived as a fast bomber in 1938 and privately financed by de Havilland. Its fuselage and structure were mostly wood, spruce and balsa, non-strategic materials, easily fashioned by semi-skilled workers, and easy to repair. The company had to overcome official resistance to the design which turned into what is arguably World War II's most versatile aircraft.



A FB. Mk.6 under restoration at the deHavilland Museum. Note the four .303 machine guns and four 20 mm cannons.

Compared to a four engine B-17 crewed by 10 men, the twin engine Mosquito with a crew of two could fly at twice the speed, reach Berlin with a comparable bomb load, and cost a little less than half that of the B-17. About 8,000 were built and they served as bombers, fighters, reconnaissance, attack, transport, and trainers. There was even a carrier version. Imitation being the sincerest form of flattery, it is interesting to note that the Luftwaffe attempted to replicate the design, the Focke-Wulf Ta 154 *Moskito* but could not develop glues which could bond the wood successfully.

The USAAF flew Mosquitos as photo-reconnaissance aircraft under the designation F-8. Others were utilized for weather missions and chaff dispensers to the heavy bombers from radar..



A B.Mk. XVI configured Mosquito in PR blue paint at the USAF Museum.

The controversial Martin B-26 Marauder started its career with the reputation of being a pilot killer. She was a high powered, high wing loaded twin engine bomber and challenged the abilities of the neophyte pilots trained to fly her.



The original short winged version had a fairly high approach speed and was sensitive to variations resulting in a lot of crashes. The main training

base was at McDill Field, Tampa, Florida and the saying became, "One a day in Tampa Bay." A Maryland product, she became known as the "Baltimore Streetwaker" because she had no visible means of support. Finally, a longer wing and an increased angle of incidence of the wing improved her character. The Marauder became an extremely capable medium bomber.

The Marauder served in Europe and the Mediterranean theatres as a medium bomber. Similarly employed in the Pacific, the Marauder also flew as a torpedo bomber. Ironically, given its horrendous early reputation, the Ninth Air Force reported that the B-26 had the lowest combat loss rate of any of its aircraft types. Never a lady and flown warily by its pilots, the Marauder did shed its shady reputation and over 5,000 served with the USAAF, the RAF, Free French, and South Africa units.

Nov. 26, 1968 – On the Cambodian border, a six-man Green Berets reconnaissance team found themselves trapped with their backs to a river and in danger of being over-run by a large and heavily armed enemy force. Their call for an evacuation was relayed by an Air Force forward air controller to a nearby flight of five UH-1 helicopters belonging to the 20th Special Operations Squadron.

The flights gunships went in first to suppress the enemy machine guns and knocked out two of them but one of the gunships went down. Its crew was picked up by one of the transport helicopters. Then another helicopter low on fuel departed the fight. The remaining transport helicopter, a UH-1P (a UH-1F modified for special operations) was commanded by 1st Lt James Fleming.



20th Special Operations Squadron UH-1P Hueys refueling at Đắk Tô, Central Highlands, Vietnam. (Credit: Don Joyce)

Fleming flew to a clearing but discovered it too small to land in. Fleming then flew to the river and hovered, one skid against the bank, hoping that the team could run to his helicopter. Heavy enemy fire prevented them from doing so.

The Green Berets detonated their mines as a diversion and made a break for the river with the Cong in close pursuit. Three of the enemy were killed within 10 feet of the rescue bird. With the six soldiers aboard, Fleming lifted off and flew down the river to safety.

Fleming's Medal of Honor citation reads that his "...profound concern for his fellowmen, and at the risk of his life above and beyond the call of duty are in keeping with the highest traditions of the U.S. Air Force and reflect great credit upon himself and the Armed Forces of his country.



(Credit: USAF)

Nov. 27-28, 1929 – A Fokker Trimotor, named *Floyd Bennett*, commanded and navigated by Richard Byrd departed “Little America,” a base on the Ross Ice Shelf, for the South Pole. The crew was composed of pilot Bernt Balchen, co-pilot/radioman Harold June and photographer Ashley McKinley.



The heavily loaded aircraft struggled to climb to the 11,000 foot altitude needed to get through the

pass between Mount Fridtjof Nansen and Mount Fisher and they were forced to jettison over 300 pounds of supplies in order to clear the pass.

Shortly after midnight, Byrd determined that they had reached the Pole and the aircraft quartered the area and they dropped a small American flag to mark their triumph. Turning north, they headed for a fuel cache at the foot of the Liv Glacier. After landing and refueling, the Fokker returned to “Little America” and landed 18 hours and 41 minutes after take-off, the first flight over the South Pole.

Nov. 28, 1942. The first Consolidated B-24 Liberator rolled out of Ford's Willow Run, Michigan plant.



Willow Run, Air Force Plant 31 was a manufacturing marvel. The factory occupied 3.5 million square feet with a mile long assembly line. An airport and worker's housing was part of the complex and employment hit 42,000.



The factory built 6,972 of the 18,482 Liberators, and produced almost 2,000 kits for assembly by other manufacturers. When Willow Grove hit peak production, a liberator left the factory about every 55 minutes during its two nine hour shifts.