



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

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Issue 13.27

06 August, 2019

### SQUADRON CALENDAR

10-11 AUG-LISP Missions  
10-18 AUG-CTWG Encampment  
13 AUG-No Meeting  
17 AUG-National Aviation Day  
17-18 AUG-LISP  
20 AUG-TRCS Meeting/CD & Promotions  
24-25 AUG-LISP Missions, Stewart Air Show  
27 AUG-TRCS Meeting/Aerospace  
14-15 SEP-LISP  
21-21 SEP-Maintenance (Tentative)

### CADET MEETINGS

*06 August, 2019*

Missions  
for America

*Semper  
vigilans!*

*Semper  
volans!*

Lt Col Kinch lead the cadets in a discussion about leadership. The characteristics of a leader, the importance of customs and courtesies, and the nature of the warrior spirit were some of the fundamental issues examined.

### SENIOR MEETING

*06 August, 2019*

*Staff Meeting*

Department heads reported on the activities of the departments during the monthly “State of the Squadron” gathering.

Maj Farley and Lt Richardson outlined the plans for Aviation Day on the 17th.

Lt Kopycienski, Communications, announced that we have a new base radio and the training is available on-line. He also noted the 88% of our senior members and 46% of our cadets are now ICUT qualified.

### READER COMMENTS ON LAST ISSUE

Al Alcino noted that Seoul was not the site of Ted Williams' crash landing. He landed at Suwon (K13). Al was stationed there at the time.

Carl Stidsen pointed out a typographical mistake in the piece on the first MASH evacuation by helicopter. It occurred on August 4, 1950, not 1959.

Carl also notes that S; Exupery is better known in the aviation community for *Wind, Sand, and Stars*, recollections about his pioneer work in North Africa and South America flying for Aéropostale.

The Editor recommends two other works by St.-Ex: *Flight to Arras* and *Night Flight*. The first title recounts experiences as a reconnaissance pilot during the Battle of France in 1940. The second, *Night Flight*, is a novel about the mortal dangers and moral decisions incurred flying the night mail in South America.

### **THE INDOOR SKYDIVING EVENT**

The Coastwatcher neglected to mention that this was a CTWG event and was planned and directed by 1st Lt Eric Pearson. Reports indicated that the field trip was educational and enjoyable. Lt Pearson is commended for this initiative.

### **AEROSPACE CHRONOLOGY FOR THE WEEK**

Aug. 7 Four interesting aircraft mark the 7th of August as 1st Flight Day.

1943– First flight of the Ilyushin Il-6, a failed Soviet attempt to produce a long range bomber using diesel engines. Only four were built.



1945– First flight of the Nakajima Kikka (Orange Blossom), a failed Japanese attempt to produce a turbine powered attack aircraft.



Ten were built but only the prototype flew before war's end. A suitable engine was never developed. The aircraft bears a superficial resemblance to the Me-262 but the wings are not swept back.

1951 – First flight of the McDonnell F3H Demon, a subsonic aircraft carrier based fighter. Some 500 entered service and it was a stepping stone to the highly successful F4H Phantom II.



1963 – First flight of the Lockheed YF-12, an attempt to develop an interceptor based upon the CIA's A-12 reconnaissance aircraft. Three A-12s were modified and equipped with radar, weapons bays and fire control equipment and a two-man cockpit.



The sole survivor is on display at the Museum of the USAF. A second was lost due to an inflight fire. The third aircraft was severely damaged. Its rear half was salvaged and attached to the front half of an SR-71 static test frame to create the only SR-71C.

And to muddy the waters more, the YF-12C was not a YF-12 but the cover name for an SR-71A which was given the serial number of an A-12 in some effort to maintain secrecy while it operated for NASA! It is now on display at Hill AFB in Utah.

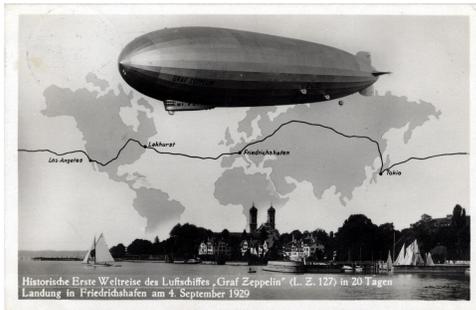


*Winner and Loser*

Aug. 8, 1929 – The Graf Zeppelin (LZ 127) departs Lakehurst Naval Air Station, New Jersey on a flight which will circumnavigate the northern hemisphere. The Hearst publishing organization backed the trip with a \$200,000 payment for media rights and the carriage of four correspondents.

Other passengers included the explorer Hubert Wilkins, US Navy observers Lt. Cmdr. Charles Rosendahl and Lt. Jack C. Richardson and Lady Grace Drummond-Hay, the first woman to fly around the world.

The trip took 21 days, 5 hours, 31 minutes and covered 20,651 miles in a flying time of 12 days, 12 hours, 13 minutes. Refueling stops were made at Friedrichshafen, Germany, Kasumigaura Naval Air Station, Japan, and Mines Field, Los Angeles.



After completing the circumnavigation, Lakehurst to Lakehurst, the Graf continued on to Friedrichshafen.

Aug. 9, 1976 – A fortuitous emergency landing! The first prototype of what will become the Sikorsky Blackhawk, YUH-60A is engaged in a fly-off with the Boeing YUH-61A. The winner will win the Utility Tactical Transport System and get a contract worth billions.

During a night-time test at Fort Campbell, Kentucky, the pilot, CW2 Charles Lovell elects to make an emergency landing due to severe vibrations. Lovell selects what appears to be a corn field but the ground mist has obscured what is actually a pine forest.

As he descends into the woods, the main rotor cuts down 40 pines, some as large as five inches in diameter. The rotor blades remain intact and only one man is injured, bumping his head against the trunk of one of pines as he exits the helicopter.



*The YUH-61A rests in the cylinder which it cut in the pine forest.*

A salvage crew clears out the stumps and replaces the main and tail rotors and flies the aircraft out three days later. The Army notes the survivability of the Sikorsky entry and this will be one of the factors which leads to the signing of a production contract on December 23, 1976.

Aug. 10, 1949 – First flight of the Avro Canada C102, the world's second jet airliner, the DeHavilland DH 106 Comet having flown 12 days earlier.



The one prototype was leased by Howard Hughes who then offered to buy 30 but Avro Canada was deeply involved in developing and manufacturing the CF-100 interceptor and could not accept the bid.

Aug. 11, 1956 – First flight of the Cessna 620, a one-off attempt to build a pressurized business aircraft. Its introduction was at a bad time as the airlines were converted to turbines and the market was flooded with cheap prop planes.

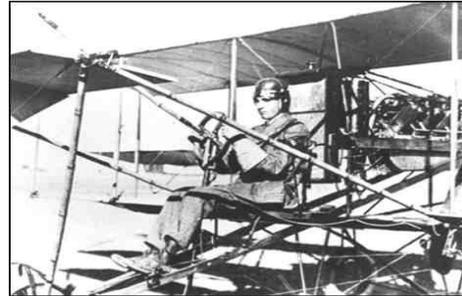


Aug. 12, 1965 – First flight of the Fuji FA-200 Aero Subaru

*This specific aircraft was flown by the Editor on July 8th, 1969 out of Parafield Airport, Adelaide, Australia.*



Aug. 13, 1912–War games in southwestern Connecticut! The Army was staging air-ground maneuvers at Stratford. Pvt. Beckwith Havens, New York National Guard had an engine failure while flying a Curtiss aircraft above the parade field when his engine failed.



*Havens at the controls....*

Havens executes an emergency landing but on touchdown collides with a Burgess-Wright aircraft that has just been flown by Lt. Benjamin Foulois. No one is hurt and the aircraft are repaired.

Havens earned his FAI Pilot's Certificate six weeks earlier at Bridgeport and made the first flight and carried the first passenger across Long Island Sound from Bridgeport to Port Jefferson, New York.

He was the first National Guardsman to fly on federal status. In 1966, 54 years later, Harold Brown, Secretary of the Air Force presented Havens with his wings!

Foulois, a Connecticut native, was Military Aviator #5, became Chief of the Air Corps, and retired as a major general.



*Benny Foulois and Orville Wright*

Other pilots participating included:

Major Harry Geiger, Military Aviator #6 was killed in an accident in 1927. Spokane International Airport is coded KEGG in his honor.



*Lt. Geiger at the Connecticut War Games.*

Lt. T. Dewitt Milling learned to fly at the Wright School and carried Military Aviator Certificate #1. He served in both the “War to End All Wars” and World War II and retired as a Brigadier General.



*Geiger and Milling at College Park Maryland in 1912.*

Lt Henry Harley Arnold, Military Aviator #2 went on to a career which included movie stunt flying, writing aviation books for adolescents, and the threat of a court-martial. None of these activities proved detrimental to his career and he became the only officer to hold five star rank in two services, the Army and the USAF.

## MILITARY AVIATOR RATING-1912 REQUIREMENTS



The rating required the following:

1. Attain an altitude of a least 2,500 feet.
2. Fly for at least five minutes in a wind of at least 15 miles per hour.
3. Carry a passenger to an altitude of 500 feet with a combined load of pilot and passenger of 250 pounds or more.
4. Make a dead stick landing to within 150 feet of a designated point.
5. Make a military reconnaissance flight of at least 20 miles cross-country at an average altitude of 1,500 feet.

In 1911, Lieutenants Milling and Arnold became the first instructors at College Park, Maryland. Congress has released funding and the Army purchased two Wright B airplanes, two Curtiss aircraft and one Burgess-Wright. During the winter, the school moved to Augusta, Georgia but returned to Maryland in the spring.

Later in 1912, the Army decided to seek a field which allowed year-round flying and established its first permanent airfield on North Island, San Diego, California.