



Missions for
America

Semper vigilans!

Semper volans!

Publication of the Thames River Composite
Squadron
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Civil Air Patrol

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This is the 567th issue of *The Coastwatcher*.
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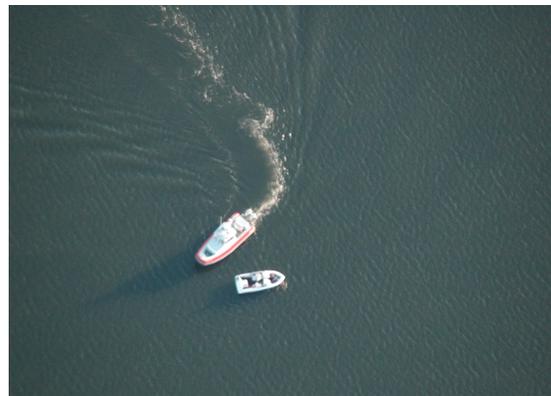
Our banner, *The Coastwatcher*, bears historic and immediate significance. During the dark days of World War II in the Pacific, the Allies depended upon a rag-tag network of extraordinary volunteers, planters, missionaries, traders, natives, colonial officials and the military, to gather intelligence on Japanese naval and air movements, assist downed allied airmen, and acted as scouts, guiding military patrols. Their mission, much like our present Long Island Sound Patrol, consisted of assisting those in distress and reporting information that threatens national security.

Their arena, where some of the most vicious battles in history were fought, ranged from New Guinea to the Solomons to the Philippines. The names of Guadalcanal, Savo Island, and New Georgia, are battle honors which grace the colors of the United States Marines, Navy, and Army.

So it seems fitting that we title our newsletter, *The Coastwatcher*, to honor their achievements and to remind us of our *Mission for America*.

The first issue logged the first find for Thames River.

On 12 August, Major John DeAndrade and Capt. Stephen Rocketto, flying N9573X, intercepted a call for distress from a small motorboat taking on water near buoy 16 in the Thames River. Reaching the site in seven minutes, they contacted USCG Sector Long Island Sound and reported having the boat in site. For the next ten minutes, they kept the craft under observation and photographed the scene until a rescue vessel arrived and took the distressed vessel in tow. They then saw a plume of smoke approximately two miles west of the Mohegan Sun Casino but after arriving overhead noted that fire equipment



was on the scene and returned to standard patrol duties.

Lt Col. Kinch was Squadron Commander
C/TSgt Molinari was Cadet Commander
Cadet Activities 1st rifle training session, Basic
and Advanced Communications User Training,
and rocketry was adopted as major cadet program.

SQUADRON CALENDAR

11-12 JAN-Corporate Learning Course
14 JAN-TRCS Commander's Call
21 JAN-TRCS Meeting
28 JAN-TRCS Meeting
04 FEB-TRCS Staff Meeting
11 FEB-TRCS Commander's Call
18 FEB-TRCS Meeting
25 FEB-TRCS Meeting

CORPORATE LEARNING COURSE

The CTWG will hold a Corporate Learning Course on 11 and 12 January at Wing HQ.

Corporate Learning Course (CLC) SLS completion is a prerequisite for completing Corporate Learning Course (CLC). The CLC is designed to explain how a wing operates in each of CAP's major mission elements and how mission support functions support these mission elements. Armed with this knowledge, senior members can learn how they and their respective organizations can best support the wing and fulfill the corporate role of CAP.

Director: Maj Laura Moore,
laura.moore073@gmail.com

Cost: 25.00.

Uniform of the Day: Air Force Blues, Corporate Gray/White or CAP golf shirt/gray pants combo.

This class will be comprised of two days of on-site classes, details of which will be emailed to the students once registered.

For further information please send an email to pdo@ctwg.cap.gov.

AEROSPACE HISTORY

January 1, 2003 – Joe Foss goes West. Joseph Jacob Foss was raised on a depression era farm in South Dakota and through dint of effort worked his way through the University of South Dakota where he completed a university sponsored flying course, logged a 100 hours and upon graduation in

1939 joined the South Dakota National Guard as a private in the field artillery.



In 1940, he joined the Marines, qualified for Pensacola and earned the gold wings of a Naval Aviator. Assigned to a photo-reconnaissance squadron, he managed to transfer to fighter training and joined VMF-121, ending up at Guadalcanal flying Grumman F4F Wildcats as part of what become known as the "Cactus Air Force." Foss scored his first victory on October 13, 1942.

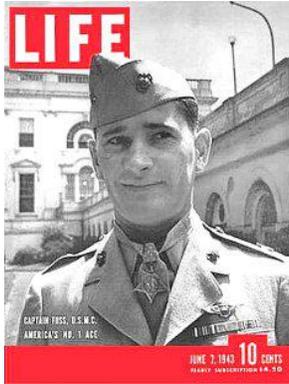
*Cactus Air Force
Wildcats on
Henderson Field,
Guadalcanal.*



*Joe Foss outfitted in
helmet, goggles, Mae
West, and cigar.*

With a break in Australia to recover from malaria, Foss continued to rack up victories and until he returned to the United States in March of 1943. He was credited with 26 kills equal to Eddie Rickenbacker's World War One total. In May of

1943, he received the Congressional Medal of Honor from President Roosevelt and went on a war bond tour. Early in 1944, Foss returned to the Pacific and led the Corsair equipped VMF-115 until a recurrence of malaria sent him home again.



After the war, Foss joined the South Dakota Air National Guard eventually becoming a brigadier general. He also became active in politics and served two terms as Republican member of the South Dakota Legislature and Governor of the State. In 1958, he failed to gain a seat in the U.S. House of Representatives, losing to George McGovern, a World War II B-24 pilot.

Following his political endeavors, Foss served as Commissioner of the American Football League and hosted *The American Sportsman* and the *The Outdoorsman*, two television series focused on hunting and fishing. This led to two consecutive terms as President of the National Rifle Association

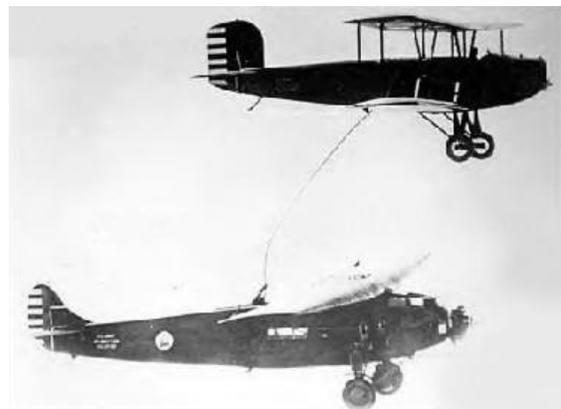
In 2002, the 86 year old Foss was detained by security at the Phoenix Sky Harbor Airport. A pacemaker which he was wearing kicked off a search and he was found to be carrying his Medal of Honor, a dummy-bullet key chain and a second replica bullet and a nail file marked with an engraving of the Medal of Honor.

He was traveling to West Point to deliver a speech to the Cadet Corps and wish to show them his medal. The security men failed to recognize the Medal of Honor and thought it to be a weapon. They tried to confiscate and destroy the Medal of Honor and his other memorabilia. He managed to maintain most of his “contraband” by shipping it

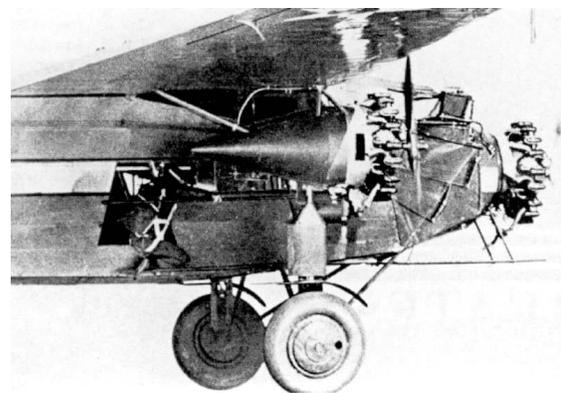
back to himself. In October, Foss suffered a stroke and died on New Year's Day, 2003 and is buried in Arlington National Cemetery

AN AVIATION CHRONOLOGY FOR THE WEEK

January 1, 1929—A Fokker C-2A named “Question Mark” departed from what is now known as Van Nuys Airport for a six day mission to test aerial refueling. The crew consisted of Maj Carl Spaatz, Capt Ira Eaker, Lts Elwood Quesada and Harry Halverson and Sgt Roy Hooe. The two refueling aircraft were modified Douglas C-1s.



Question Mark Refueling



Sgt Hooe climbs outside while in flight to service engine.

There were 37 refuelings and six supply transfers. Engine problems brought the flight to an end, 150 hours, 48 minutes, and 14 seconds after take-off. The flight broke the world records for sustained flight and distance flown.



L-R: The somewhat bedraggled crew upon landing-Hooe, Quesada, Halverson, Eaker, and Spaatz.

Tooeey Spaatz became a general and first Chief of Staff of the United States Air Force. Ira Eaker commanded the Eighth Air Force in World War II and retired as a Lieutenant General. Forty years later, Congress passed special legislation promoting him to General. Elwood Quesada was the first commander of the Tactical Air Force and retired as a Lieutenant General. He became the first Administrator of the Federal Aviation Administration. Col. Harry Halverson led the first U.S. bomber mission over Europe, a raid on the Ploesti oil refineries in Rumania. Master Sergeant Roy Hooe supported a number of other record setting flights and retired after 30 years service. In 2001, he was inducted into the Airlift/Tanker Association Hall of Fame.

January 2, 1929 – World War I ace Wilfred “Wop” May and fellow bush pilot Vic Horner departs on a mercy mission to deliver diphtheria vaccine to Fort Vermillion, Alberta, 900 miles to the north. What became known as the “race against death” averted an epidemic.

Dr. Malcolm Bow passes the vaccine, wrapped in a blanket to Wop May.



Mayor Bury and Dr. Bow wish May and Horner good luck.

January 3, 1947 – The Kings Flight of the Royal Air Force was re-established at RAF Benson. The Flight was equipped with a de Havilland Domine and later four Vickers Viking C.2s.

A special unit for transport of British royalty may be traced to 1929 and two Westland Wapitis which were purchased. In the following year, the Prince of Wales, who would ascend to the throne as Edward VIII personally purchased more aircraft. This might be considered the birth of the Kings Flight. The aircraft favored was the King's personally owned de Havilland DH.89 Dragon Rapide.



A Dragon Rapide bearing the livery of the Prince of Wales.



King's Flight Airspeed Envoy. The colors are red, royal blue, and silver.

Arguably, the Kings Flight is the first “Head of State” aircraft unit. Later, an Airspeed AS.6J Envoy III replaced the Rapide. The exigencies of World War II then led to the disestablishment of the Kings Flight in 1942.

In 1952 Princess Elizabeth became Queen Elizabeth II and the Kings Flight became the Queens Flight. A potpourri of aircraft were used as the occasion demanded. Leased BAe 146 were reconfigured to meet the needs of the royal VIPs and acquired the suffix “Statesman.”



In 1995, the Queens Flight was absorbed by No. 32 Squadron RAF which assumed the title No. 32 (Royal) Squadron. Since priority was given to military operations, the cost to the Royal Family dropped and only direct flight costs were chargeable. But in 2010, rates were increased ten-fold and Royal flying decreased dramatically.



The Royal helicopter, a Sikorsky 2-76C+ is registered G-XXEA to honor the Airspeed Envoy F-AEEX. (Credit: Mark Harkin)

Except for the Queen, most royal travel is now on scheduled flights or charters. The Empire is not what it used to be.

January 4, 1964 – Pope Paul VI lands in Amman Jordan on a chartered Alitalia DC-8. This marks the first time that a pope has used an airplane for

an official visit. Traditionally, the Pope travels outbound on a chartered Alitalia flight and if possible, returns on a chartered flight of the flag carrier of the visited nation. A Papal flight uses the call sign *Volo Papale* followed by the number of flights made by that pope.



An Alitalia DC-8

A footnote of interest is that when the Pope flies charter, the “collection plate” is “passed” to the media, roughly 70 reporters who pay business class airfare and ride in coach. The Pope's entourage, roughly 30 staff members are not charged and fly in business.

An Italian Air Force Augusta Westland AW139 is used for short hops within Italy. The Vatican heliport is located on the western edge of the city, diametrically opposite St. Peters Square, and a second heliport, *Portus Helicopterorum*, is at Castel Gandolfo, the Pope's summer residence, 16 miles southeast of Rome. The residence has extraterritorial status and enjoys privileges similar to that of an embassy.



January 5, 1903 – Birth of Harold Charles Gatty, Australian navigator, inventor, and aviation pioneer, and founder of Fiji Airways (which later became Air Pacific). Like Fred Noonan, he learned the navigation trade guiding freighters and ocean liners.

Gatty was Wiley Post's navigator when they broke the record for circumnavigation of the earth.

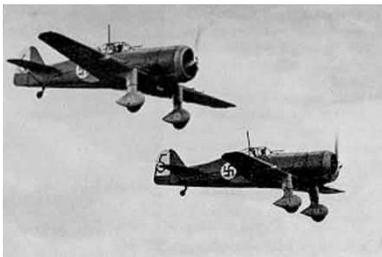
Flying the Lockheed Vega, *Winnie Mae*, the landed after 8 days, 15 hours, 51 minutes breaking the old record set by the Graf Zeppelin by 12 days!



Post (without his eye-patch, Gatty, and the Winnie Mae at East Boston Airport.

Gatty was one of the foremost teachers of navigation, wrote several important books, one of which is still in print today, and developed techniques which advanced the art. Lindbergh called him “the Prince of Navigators.”

January 6, 1940 – Another Ace in a Day. Finnish Air Force Lieutenant Jorma Sarvanto flying a Fokker XXI downs six Soviet Ilyushin DB-3 bombers in four minutes.



The Finnish Fokker XXI



The Soviet DB-3

The swastika emblem bears explanation. Before the Nazis co-opted it, the swastika had been an ancient religious symbol and in the early 20th century, regarded by many as a mark of good luck. It was used by commercial and military organizations in various ways .

The first plane of the Finnish Air Force had been donated by Count Eric von Rosen and in his

honor, they adopted the swastika, his personal good luck sign, as their emblem.

Sarvanto became the top scoring ace in the Winter War with 13 victories. In the Continuation War, he flew a Brewster Buffalo and scored four more victories against the Soviet Air Force.



Sarvanto in the cockpit of a Brewster Buffalo

January 7, 1949 – Israeli War of Independence and four RAF Mark XVIII Spitfires based in Egypt were patrolling over the Sinai when they spotted smoke. The found burning trucks, the result of an attack which the Royal Egyptian Air Force aircraft had mounted against an Israeli column a short time previously. When they went in for a closer look, the Israeli ground forces shot down one of them. Now there were three RAF aircraft over the battle site.



British Mark XVIII Spitfires

The smoke was also spotted by another flight, Canadian John McElroy and American Chalmers “Slick” Goodlin, volunteers flying Mark IX Spitfires for the Israelis.



Israeli Mark IX Spitfire

As McElroy and Goodlin approached, they saw two of the Spitfires diving towards the trucks. In all likelihood, the British pilots were attempting to photograph the site. But McElroy and Goodlin believed they were Egyptians preparing to strafe the column. McElroy downed two of the them and Goodlin got the third. McElroy and Goodlin returned to their base.

The RAF, not certain of what had happened, sortied four Spitfires and 14 Hawker Tempests to look for the missing aircraft.



Mark V Tempest

The Israelis decided to mount combat air patrols and on the last mission of the day, A former RAF pilot, the Israeli Ezer Weizman led two two plane elements south. They encountered the British patrols and having the advantage of height but not of numbers attacked. Bill Schroeder, ex-U.S. Navy, shot down one of the Tempests and Weizman damaged another.

A truce was declared that evening.

Goodlin posing by an Avia S-199, the Czech version of the Bf 109G.



McElroy and his Spitfire's tail, damaged in the dogfight.



The S-199 edges out Weizman by a nose.

John McElroy returned to North America and stayed in the United States for a time, fearing repercussions if he returned to Canada. When the Korean War broke out, he went back into the RCAF flying the F-86 Sabre. He and some squadron mates were involved in the crash of a U-2 in Germany in 1956 but that is a story for another time.

Slick Goodlin became a test pilot for Bell Aircraft and flew many of the early flights of the Bell X-1. Afterwards, he engaged in a number of aeronautical ventures such as promoting the Bernoulli lifting fuselage.

Bill Schroeder deeply regretted that he had killed a young British pilot. It was his first combat and his last for Israel. He packed his bags and left.

Ezer Weizman became commander of the Israeli

Air Force and President of Israel.

January 8, 1988 – Boeing changes the name of the MD-95 jetliner to the 717 – 200. Boeing had skipped the 717 designation in its original commercial line.



DC-9-81/MD-81
(Credit: Adrian Pingstone)



DC-9-82/MD-82

Originally, 717-100 was Boeing's internal name for the KC-135 and 717-200 was the commercial variant. When Boeing and McDonnell-Douglas merged a decision was made to fill in the empty slot, probably for merchandising purposes.

EVOLUTION OF THE 717 IN PICTURES

For those interested in the detailed look at differences among the tribal members, I recommend David Hingten's "Ultimate Guide to the DC-9 Family." It may be found at:

<https://www.airlinercafe.com/page.php?id=396>

The family was produced under the names of three corporations: Douglas, McDonnell-Douglas, and Boeing. There were about 976 DC-9s produced, 1191 in the MD-80 series, 116 MD-90s and 155 Boeing 717s.

Here are some peeks at various members in airline livery.



DC-9-83/MD-83



DC-9-87/MD-87
(Credit: Iberia)

MD-88



DC-9-15



MD-90



MD-80

MD-95-30
Boeing 717
(Credit: Bill Abbott)

