



Missions for  
America

*Semper vigilans!*

*Semper volans!*

Publication of the Thames River Composite Squadron  
Connecticut Wing  
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## **SQUADRON CALENDAR**

22 FEB-CTWG Aircrew Meeting-HFD

23 FEB-Special Olympics Service-P&W

25 FEB-TRCS Meeting-Safety Down Day

29 FEB-01 MAR-Squadron Leadership School

03 MAR-TRCS Staff Meeting

10 MAR-TSRCS Commander's Call

14 MAR-CTWG Rifle

14 MAR or 21 MAR-First Aid Course

MAR 14-15-Unit Commander's Course

17 MAR-TRCS Meeting

21 MAR-CTWG Rifle

24 MAR-TRCS Meeting

28 or 29 MAR-Water Survival Training

## **CADET MEETING**

21 January 2020

The Cadets participated in the second part of Lt Col Rocketto's airplane identification contest. A picture of the aircraft was shown and the challenge was to name the manufacturer, designation, and popular name of the aircraft. Bonus questions were also posed.

Prizes were awarded to the team which won the first part. First place went to the team of consisting of Cadets Buchko, Burton, and Dibble which scored 42 out of 54 possible points. The second place team, Cadets Bury, J. Busher, and Andrejczyk earned 36 points.



A physical training exercise led by C/Lts Munzner and Thornell followed the contest

## **SENIOR MEETINGS**

21 January, 2020

Capt Charle Johnson gave a clear and coherent briefing on basic aircraft aerodynamics and operational limitations covering the forces of flight, the six degrees of freedom of motion, weight and balance, and effects of flight maneuvers on stalling speed and airframe stress.

## TRAINING

Seven cadets and five senior members led by Emergency Services Officer Maj Roy Bourque met at Mystic Jet on Saturday, the 15th, to continue ground teaming training.

The following syllabus items were covered: Prevention and treatment of hot weather injuries, identification of natural hazards, prevention and treatment of fatigue procedures if lost and field sanitation and hygiene.



*Theory and Practice*  
(Credit: Maj Bourque)



The participating cadets were C/SrA Rose Andrejczyk and Mitchell Bury, C/SSgts C/SSgt Noah Bosse and Reuben Minter, C/A1C Stephen Buchko and Theodore Deveau and C/Amn Maximus Morse. C/SMSgt Elizabeth Burton assisted in training.

Senior members were Lts John Cantwell, Tom Ceniglio and Michael Kopycienski and SSM Daniel Docker.

## MISSIONS

Majs Keith Nielson and Paul Noniewiz flew and Eastern Sector Ice Patrol Mission on 15 February. No ice was reported.



*Neilson preflights  
in the warmth of  
the Mystic Jet  
hangar.*

(Credit: Maj P. Noniewicz)

## AVIATION HISTORY

Feb. 20, 1939 – First flight of the little known Douglas DC-5. The aircraft was inspired by the DB-7 attack bomber which had ordered by the French but never delivered due to the war.

Their production was halted when General Arnold, USAAF Commander decided to adopt the Douglas C-47 as the primary cargo and troop transport. The C-47 was a proven aircraft and ordering the DC-5 was chancy and would divert resources from more vital activities.

Only 12 were built, five for the civilian market, three for the Navy designated R3D-1 and four for USMC paratroopers, the R3D-2.



*Staged  
publicity  
photo of a  
USMC  
exercise.*

The twelve aircraft had a remarkable wartime history. The prototype was William Boeing's personal aircraft which he named *Rover*. She was expropriated and designated as an R3D-3. They Navy and Marine aircraft either were destroyed in crashes or after the war, retired and scrapped.



*Designer Ed Heinemann and Test Pilot Carl  
Cover with the prototype.*



*DC-5 #1,  
William  
Boeing's  
Rover*

Four aircraft were purchased by *Koninklijke Nederlandsch-Indische Luchtvaart Maatschappij* (KNILM-Royal Dutch Indies Airlines) and based to Batavia, now Jakarta, Indonesia. After the East Indies were overrun by the Japanese, one of them was captured and put into service by the Japanese Imperial Air Force.



*DC-5 with  
KNILM  
markings and  
Dutch flag.*



*Captured DC-5 in Japanese colors.*

The three others made it to Australia where they were purchased by the US Army Air Force, operated by Australian National Airlines, and designated as the C-110. They were used for cargo and personnel transport duties.

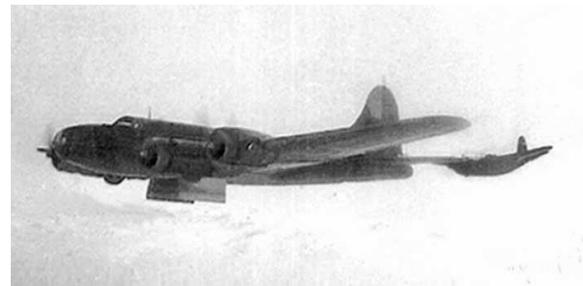
C-110 flown by  
ANA  
(Credit: Australian War  
Memorial)



Two of them were destroyed but last DC-5 was smuggled to Israel via Italy carrying the markings of New Holland Airlines. A slap-dash paint job, a Star of David, and a hand painted name, *Yankee Pasha - The Bagel Lancer* and bingo, the aircraft became an Israeli military transport and jury-rigged bomber. The name was a play on a popular 1935 movie, *The Lives of a Bengal Lancer* which starred Gary Cooper. It was one of Adolph Hitler's favorite movies.



Last of the DC-5s at Haifa wearing New Holland Airlines livery. (Credit: Ed Coates Collection)



*As a bomber, generally flown in center of B-17 box for protection by Flying Fort guns.*



*Hal Auerbach,  
WWII Navy pilot  
and Mahal  
volunteer who  
flew the last DC-5  
from Sicily to  
Israel.*

In his 1988 “deferred obituary: for *Yankee Pasha-The Bagel Lancer* he writes

*If that DC-5 was scrapped, I like to believe that in the Biblical Land of Israel where resurrection can happen, Yankee Pasha the Bagel Lancer rose from her grave in the scrap heap and lives on today in the Holy Land as thousands of hallowed aluminum fry pans!*

After the dust settled from the Israeli War of Independence, the aircraft was used as a trainer for mechanics and the fuselage ended up on a school playground from which it was eventually scrapped.

*“...they shall beat their swords into playgrounds” pseudo-Isaiah 2:4*

*Resting Place of the Last DC-5-Givat-Benner Kibbutz Playground*



## AEROSPACE CHRONOLOGY

Feb. 19, 1978 – Larnaca International Airport on Cyprus was the scene of a botched operation by Egyptian Special Forces. Anwar Sadat, President of Egypt had sent them to deal with two assassins who had murdered Yusuf Siai, a journalist and friend and then seized hostages and got away on a Cyprus Airways DC-8. Alas, Syria and Saudi Arabia denied permission to land and the aircraft returned to Larnaca. The Cypriotes commenced negotiations and reportedly had reached settlement.



*A Cyprus Airways DC-8*

*Picture of the Egyptian Hercules destroyed during the raid.*



But that night, an Egyptian C-130 land with an understanding that a 75 man special operations team aboard would not interfere The Cypriote negotiations successfully concluded and agreement made for freeing the hostages but with warning, the Egyptians attacked.

The Cypriote National Guard believed them to be reinforcement for the terrorists opened fire. Caught in the open, 15 Egyptians were killed and an anti-tank missile fired at the C-130 killed all three of the aircrew and destroyed the aircraft. After a one hour gunfight, the Egyptians surrendered and their wounded were sent to the Lanarca hospital.

The usual diplomatic posturing took place and relationships between the two countries were severed. Sadat buried his dead and ordered retraining of his special operations team.

Feb. 20, 1942 – Antoine de Saint-Exupéry's *Flight to Arras* is published in the United States. The book is an account of a wartime reconnaissance missions during the Battle of France. Saint-Exupéry was assigned to Reconnaissance Group II/33 flying the Bloch MB.170. Seventeen of the twenty-three crews in his unit did not survive. In July of 1944, Saint-Exupéry was flying a mission in an F-5, the reconnaissance version of the Lockheed P-38 Lightning and disappeared south of Marseille.



*St. Ex, his advisor, The Little Prince and a Bloch MB.170*

*“It is much more difficult to judge oneself than to judge others. If you succeed in judging yourself rightly, then you are indeed a man of true wisdom.”*

February 21, 1935 – Double Suicide Leap from Airplane and the Stonington, Connecticut Connection - Jane and Elizabeth Du Bois commit suicides by jumping out of a Hillman Airways de Havilland DH.84 Dragon Rapide over England. They were the only passengers, having purchased all of the tickets.



*The Family Du Bois*

HILLMANS AIRWAYS ESSEX AIRPORT.	
LONDON PARIS 2 HOURS £4 5 0 RETURN	LONDON BELFAST 3½ HOURS £8 0 0 RETURN
LONDON LIVERPOOL 1½ HOURS £4 5 0 RETURN	LONDON ISLE of MAN 2 HOURS £6 5 0 RETURN
<b>BOOK WITHIN.</b>	



*Hillmans Dragon Rapide at  
Essex Airport*

(Credit: NASM)

The pilot, Captain John Kirton, the only crew member did not discover that they had jumped because they had requested he close the cockpit door to stop a draft. The sisters had a reputation as heavy drinkers and suffered fits of depression.

The young ladies had been romantically involved with two RAF officers, Flying Officer John A C "Charles" Forbes and Flight lieutenant Henry L Beatty who had been killed a week earlier when their Shorts Singapore 111 had hit a mountain on Sicily.

*Singapore III*  
(Credit: B.J.Daventry,  
RAF)



*Editor's Comment: Given the sad story of Princess Margaret and her ill-fated romance with RAF Group Captain Peter Townsend, one wonders what attracts women to RAF pilots. Perhaps our aviation community ought run a study to find out what is it that RAF pilots possess and figure out how some of us might acquire that property of RAF pilot male magnetism?)*

Their father, Coert Du Bois was at the time was the American Counsel-General in Naples. Before entering the diplomatic service he was a forester and an early promoter of the national forests fire-protection plan. In 1910, Du Bois promoted the concept of fire lookout towers and proposed permanent quarters for the isolated stations. During WWI, he served as a lieutenant colonel of engineers in a forestry battalion in France. Foresters provided the wood for barracks and military structures.

Peace came and in 1919, Du Bois was involved with using US Army Air Service pilots for fire patrol over the Angeles and Cleveland National Forests.

In 1939, Du Bois was Counsel-General in Havana when the *MV St. Louis* arrived carrying over 900 Jewish refugees seeking asylum. They were not allowed to land. The State Department instructed Du Bois not to interfere.

Gustav Schröder, the German Master of the *St. Louis* had treated his passengers with dignity during the voyage and did his best, first sailing to Florida and then to Canada, both nations denying landing rights. Schröder then sailed to Belgium where he secured landing permits. Many of the refugees scattered and were accepted by other European countries but it is estimated that about 250 of them were eventually rounded up by the Nazis and died in The Camps.

After the war, Schröder was recognized for his humanity and was awarded the Order of Merit of the Federal German Republic and in 1993, Israel honored him as one of the "Righteous Among the Nations."

DuBois retired in 1948 and was active in community affairs and as President of the Stonington Village Improvement Association was a driving force in the creation of what is now known as Du Bois Beach. One wonders how many who enjoy that facility at The Point in Stonington know the story of Coert Du Bois, his tragic loss, and his place in history.

*Du Bois Beach on the tip of the Stonington peninsula,*



Feb. 22, 1943 – The Boeing 314, Pan American "Yankee Clipper", crashes into Lisbon's Tagus River during a twilight approach. The aircraft was making a descending left turn when it dragged its left wing into the water.



*Yankee Clipper in Better Times*

The 27 passengers were member of a USO troupe heading to Europe to entertain the troops. There were 17 fatalities. One of the entertainers, well known singer and actress Jane Froman was seriously injured. Her left leg was nearly severed and she had multiple fractures of the other limbs.

First Officer John Burn, his back broken, jury-rigged a "raft" and kept Froman afloat until rescuers arrived. During their recoveries they were treated in the same rehabilitation facility. Froman slowly recovered and in 1945, returned to Europe on crutches and in a leg brace to entertain the troops.



*Froman on crutches with a leg brace someplace in the European Theatre of Operations.*

Despite chronic pain Froman resumed her professional career and worked with a number of charities. She and Burn married in 1948 but were divorced six years later.



Burn healed and resumed his career with PanAM. On Good Friday, 1952, he was in command of a DC-4, PanAm Flight 526A when engine failures forced him to ditch off San Juan, Puerto Rico. He was also hijacked once. In 1979, Burn retired as a 747 Captain.

Feb. 23, 2008 – Little Things Can Be Costly Department. One of only 21 Northrop B-2 Spirit bombers, the *Spirit of Kansas*, crashes while attempting a take-off at Anderson AFB in Guam. The aircraft is a 1.2 billion dollar write-off.



*(Credit: FAA)*

The cause was moisture in air-data pressure sensors. This led the flight control computers to calculate incorrect airspeed and angle of attack. The computers then commanded a 1.5-g 30 degree pitch up. Increased drag led to a stall and the pilots were unable to keep a wing-tip from dragging. Both ejected and survived.

Feb. 24, 1955 – First flight of the CIM-10 BOMARC surface-to-air missile.

BOMARC was a 1950s collaboration between Boeing and the Michigan Aerospace Research Center to produce a ramjet powered, nuclear armed ground to air anti-aircraft missile. It had a range of over 200 miles, q 60,000 foot altitude, and Mach 2.5 speed. Flight was initiated with a booster rocket which pushed it to Mach 2 when the ramjet activated.

*36,000 pounds of thrust from booster pushed BOMARC to speed necessary to operate two 1,400 pound thrust ramjets.*



Initially guidance a massive computer system, the Semi-Automatic Ground Environment, located in key positions round the United States. Once the missile got within 10 miles of the target, an internal radar system took over for the last phase of the intercept.



*A Battery of BOMARCs \*  
*(Credit: National Museum of the USAF)*

Over a dozen launch bases were established. The two nearest to Connecticut were the 6th Air Defense Squadron (ADS) on eastern Long Island and the 26th ADS on Cape Cod.



The Canadians were leery about the nuclear warheads and one must consider the effect a 10 kiloton nuclear detonation over a US or Canadian populated areas. The advent of the ICBM made the system obsolete and the bases were closed and the remaining missiles used as target drones or placed on exhibit.

Feb. 25, 1933– The *USS Ranger*, first US Navy ship designed from the outset to be an aircraft carrier is launched at Newport News, Virginia. The original *Ranger* was an 18 gun sloop of war which under the command of John Paul Jones, received the first salute to the flag accorded by a foreign power.

Photo # 80-G-10783 USS Ranger in Hampton Roads, Va., August 1942



*Note the unusual stack arrangement. The rotate to the horizontal for air operations.*

The *Ranger* was instrumental in developing carrier operation techniques. Too slow for the Pacific fast carrier tactics, she served during most of WWII in the Atlantic and Mediterranean, ferrying aircraft and as a training carrier based at Quonset Point, R.I.

## AVIATION HISTORY



*P-40s and P-38s being ferried across the Atlantic on Ranger's deck*

*(Photo Credits: Ernest L. Crochet, SM1c, USN)*



*Ranger's* major combat action was in support of the landings in French Morocco, Operation Torch. Her aircraft sank the Vichy French battleship *Jean Bart* at its mooring and provided effective support to the invasion forces



*Jean Bart, under attack by aircraft from Ranger.*  
*(Credit: Naval History and Heritage Center)*

The Coastwatcher is proud to announce that a new series of features will be added written by Cadet Aerospace Education Officer C/A1C Stephen Buchko. To start, the theme will be little known aircraft with unusual features. The first installment will be about the Blackburn B.20.

### *A Flying Boat with a Retractable Hull*

*by C/A1C Stephen Buchko*

One of the most unusual aircraft never built was the Blackburn B44. It was a flying boat fighter designed to operate against the Japanese from islands in the Pacific.

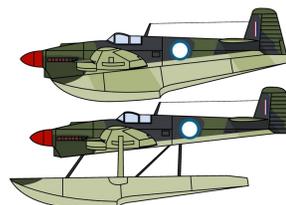
The design was based on the Blackburn B20, a twin engine aircraft with a unique fuselage, the bottom portion of which was a flying boat hull which could be raised and lowered hydraulically. The idea was to keep the aircraft aerodynamically clean in flight but allow it to land at island bases where no land airports were available. Only one B20 was built and it crashed during a test flight.

Blackburn attempted to resurrect the design but the company never solved the problems of instability which caused the B.20 to crash and difficulties occurred obtaining a suitable engine. After production of a mockup the project was cancelled.



*The B.20 on the water and with hull retracted on beaching gear.*

*Note the retractable stabilizing floats on the wing-tips.*



*Drawing of the Proposed B.44*