

Tentative Squadron Schedule



Missions for
America

*Semper
vigilans!*

Semper volans!

27 May - Aerospace - pilot challenge
3 June - Leadership
10 June - Aerospace / Leadership
18 June - Character Development (Thursday)

CADET MEETING

21 May, 2020

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

<http://ct075.org>.

300 Tower Rd., Groton, CT

Lt Col Stephen Rocketto, Editor

srocketto@aquilasys.com

Maj Scott Farley Publisher

Maj Roy Bourque, Paparazzo

C/SrA Stephen Buchko, Cadet AEO

Hap Rocketto, 2nd Lt, AUS, (ret'd.) Feature Writer

Capt Edward Miller, Feature Writer

Issue 14.21

21 May, 2020

SQUADRON CALENDAR

Meetings will be held by *Zoom*. Senior meetings will be held on Tuesday. Cadet meetings will be held on Wednesday except for character development which is scheduled for Thursday. Squadron members will be advised by e-mail about the dates and protocols for joining the meeting..

Drill testing and PT testing will be held by special arrangement. Lt Thornell is in charge of arrangements and the point of contact.

By appointment, Maj Borque will supervise written tests.

Lt Joel Drost presented a character development seminar entitled "The Five Pillars of Wellness: family, body, mind, spirit and relationships."

SENIOR MEETING

19 May, 2020

Lt Jason Otrin gave an informative briefing on Geo-Tagging. Many cell phones now include information such as time and location based upon an internal GPS system. Photographs may or can carry the same information. There are both advantages and dangers inherent in this technology.

The military are concerned about operational security. A soldier who takes a geo-tagged picture of his forward operating base bunk and posts it to a social media site is giving good map references to a terrorist with a mortar.

Otrin described one case in which a reporter observed people taking pictures in a park and identified one of them on social media. He unlocked her other postings and found out the the location and lay-out of her apartment.

On the other hand, CAP maintains a team of geo-tag specialists who have been able to locate a downed aircraft from cell phone contacts.

Lt Col Rocketto presented an aerospace education slide show, the *Last Flight of Meathound*, Jack Watson's incredible return from a bombing mission with no crew, two engines out and a wing aflame.

A round-robin conducted by Major Farley gave a glimpse into the sequestered lives of the officer corps.

Lt Cols Kinch and Doucette, both Air Force retirees bemoaned their inability to get to a barber shop. As an acceptable substitute, Col Kinch made do with mowing his lawn.

Lts Docker and Otrin and Maj Bourque make do with academic achievements. Docker is taking on-line courses and Otrin passes his FAA written for the instrument rating. Maj Bourque has just received the proofs of his second book from the publisher.

Lt Kopycienski continues his work maintaining the trailer.

Cadet Alexander started work on here Lodestar rocket. Cadet Bosse is taking responsibility for producing our Virtual Parade for the 4th of July. Cadets Berry is working on an article on the P-51 Mustang for *The Coastwatcher*.

MISSIONS & ACHIEVEMENTS

Aircrew Training

Maj Noniewicz made triangular proficiency flight on Saturday, May 16th in gusty wind conditions. It was a Profile 4 exercise which demands demonstration of a number of typical steps for the transportation mission such as weight and balance calculations, cross-country navigation and various approaches and landings.



The flight was Groton-Providence-Danielson-Groton. Nonie sadly noted the empty ramp at PVD but was happy to see that preparations were being made at LZD for glider flying and enjoyed the challenge of practicing jumps and bumps in the gusty variable wind.

Cadet Training

Lt Thornell held "socially distanced" drill testing to meet cadet promotion requirements.

Cadet Promotions

Cadet Maximus Morse and Cadet Nathan Dhillon have been promoted to Cadet Airman First Class and awarded the Hap Arnold Ribbon.

Cadet Rachel Alexander and Cadet Benjamin Kelly have been promoted to Cadet Senior Master Sergeant and awarded the Jimmy Doolittle Ribbon.

READER'S COMMENTS

Coastwatcher Embarrassed

When I was a boy of five growing up in Brooklyn, my surrogate "grandmother" next door feed me lashings of her home-baked Italian pastries. Her name was Nonna Gallo and I had no problems communicating with her and the Gallo boys made sure that there were no problems in our neighborhood. A year ago I spent four intense months studying Italian for my visit to the Italian Air Force Museum. But all to no avail.

Lt Col Sandy McDonough wrote and pointed out a grievous error in our masthead. Maj Roy Bourque was listed as a 'paparazzi', the plural form of 'paparazzo'. My immediate defense was to point out that the Major is a man of many talents but the Lt. Colonel, a lawyer used to the fine print, noted that 'man' is singular. Being quick with the repartee, I replied that perhaps he has multiple personalities so the plural is justified but it was no use. My defense of my offense crumbled. Major Bourque is now listed as the *Coastwatcher paparazzo*.

THE WEEK'S AEROSPACE ANNIVERSARIES

20 May, 1973 – First flight of the PZL M-15 Belphegor. The Belphegor is unique in that it is the only jet powered biplane and jet powered crop-duster. The aircraft was a response for a Soviet demand for an aircraft that could service very large farms economically. The Belphegor, named after the one of the seven princes of Hell, is also a candidate for first prize in the Ugly Airplane Sweepstakes.



The aircraft can lift almost 2.5 tons of chemicals and has a two hour endurance. Unfortunately the aircraft was found to be uneconomical to operated so the Soviet apparatchiks ordered production halted after only 175 were produced.

21 May, 1977 – The 50th anniversary of Lindbergh's New York to Paris flight is celebrated when a Concorde flies the same route in 3 hr 44 min. The Spirit of St. Louis took 33 hr and 29 min.



*Two ways to fly
from New York to
Paris.
(Credit: St. Louis Post-
Dispatch)*

*Lindbergh earned
the \$25,000 Oertig
Prize in 1928.
That is about
\$350,000 today. A
Concorde
customer pays
\$6,000.*



For sustenance, Lindbergh carried four sandwiches, five quarts of water and five tins of army emergency rations. The meal service on a typical Air France Concorde New York to Paris might offer a fruit salad, a choice of scrambled eggs with truffles and lobster, vegetables, Goose foie gras marbled with truffles, or layered monkfish with and king prawns. French regional cheese and tarts, cake or macaroon are on the desert list. The wine list had five different vintages. No MREs were carried in case of an emergency.



*Lindbergh sat alone
for 33.5 hours. A
fuel tank blocked
his forward
visibility.
Note the fuel
indicator and fuel
valves just above
and behind the
stick.*



*Two French pilots and a flight engineer manned
the cockpit of the Concorde for 3.5 hours, one
order of magnitude less time The Concorde had
no fuel tank blocking forward visibility but it did
have to droop its nose so the pilots could see
ahead during take-off and landing.*

*Dec. 24,
1986. BA
flies a four
Concorde
formation
to celebrate
10 years of
service*



22 May, 1946 First flight of the de Havilland Canada DHC-1 Chipmunk. The Chipmunk was the first of eight successful designs produced by DHC before they were bought out by Bombardier. An excellent primary trainer, 1,284 were produced in Canada and under license in Great Britain and Portugal.



The incredible Art School doing an inverted ribbon pickup in his Chipmunk.



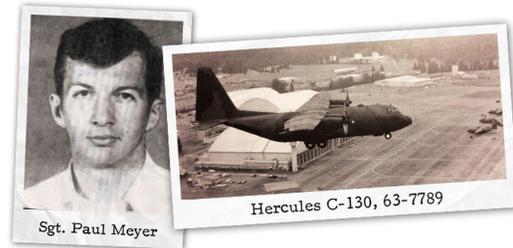
A Week Rich in Attempts to Take Over Someone Else's Aircraft (23-26 May)

Incident #1

23 May, 1969 - Sgt Paul Meyer, passed over for promotion is depressed, homesick and has family problems. Recently married, his new wife had been urging him to return home because she was being sued by an ex-husband. But Meyer had been denied leave. His immediate solution was to visit a convenient pub and find solace in the juice of the barley. The result, a drunk and disorderly charge and confinement to barracks.

But what about a long-term solution. It was not a good idea but Meyer decides to steal an airplane and fly home. His job as an assistant crew chief and his private pilot certificate are insufficient credentials for the task at hand.

So he impersonates a captain and orders a ground crew to refuel and start Herky 63-7789. At 05 dark, he departs RAF Mildenhall headed for Langley, Virginia. Supposedly two RAF Lightnings and a pair of USAF F-100s are sent in pursuit. *The Coastwatcher* cannot confirm this.



(Credit: AF Times)

During the next 90 minutes, Meyer manages to contact his wife via a single-side band radio link. His last transmission is "Leave me alone for about five minutes, I've got trouble." an understatement given the circumstances of his predicament.

Shortly thereafter, the Herc crashes into the English Channel. Rumors persist that he was shot down over the water to prevent a crash into a populated area. Questions were raised in the House of Commons and as as one might suspect, conspiracy theories abound.

In 2018 a group of divers in Dorset attempted to raise money to fund a search for the aircraft. They believe that the remains of the aircraft are located in a 10 square mile grid. Good luck to that!

Incident #2

24 May, 1976 – Six Muslim hijackers took over a Philippines Airlines BAC 1-11 while en-route from Davao City to Manila. The hijackers forced the pilots to fly to Zamboanga. They were not going there to investigate, as the song claims, whether or not the monkeys have no tails in Zamboanga. Rather the sought \$375,00 dollars and a plane to take them to Libya.



The burned out 1-11 after the Security Forces attacked.

Philippine security forces storm the aircraft and in the ensuing gun and grenade battle three hijackers and ten passengers are killed and the aircraft is burned. The three surviving hijackers are arrested, convicted and sentenced to death.

Incident #3

On this same day in 1976, Barbara Ann Oswald attempted to use a helicopter to lift her boyfriend out of the federal super-max in Marion, Illinois. Read the hard to believe story in this issue's *Aviation History* section.

Incident #4

25 May, 2000– Reginald Chua hijacks an Airbus A220-301, Philippine Airlines Flight 812. Wearing a face mask and swimming goggles and carrying a gun, hand grenade and home-made parachute, he orders the pilot to descend to 6,000 ft and to depressurize the cabin.



The Hijacked Airbus

While in the cockpit, he bemoans the fact that his wife left him for a policeman. He fires a shot into a bulkhead. He then repairs to the passenger compartment. Apparently he is a "highwayman" of the old school. In the tradition of British and Australian brigands, he orders the passengers to "stand and deliver" and place all of their valuables in a bag which he has them pass around.

He is also a student of the D.B. Cooper School of Aerial Hijacking. In 1971, Cooper hijacked Northwest Orient Flight 305 and bailed out with his loot. But Chua must have skipped some classes or fell asleep in a lecture for he did not pay close attention to Cooper's *modus operandi*.

Chua opened the aft starboard passenger door and stood in the exit wearing a home-made parachute. Perhaps panicking, he hesitated and clutched the door frame. A male flight attendant, standing nearby fulfilled his duty to serve the needs of a passenger and pushes him out. One report says that he and the parachute departed company on the way down. His body is found three days later. The parachute is found a half mile away. The bag of cash and jewelry went missing.



The Airbus lands with the door still open!

26 May, 1986 – Michel Vaujour was serving 28 years in a Paris prison for attempted murder and armed robbery. Four previous escape attempts had ended in failure. But every successful man needs a good woman behind him, something which the aforementioned Reginald Chua lacked.



Un Alouette 2 et Michel Vaujour, le mari de Nadine

His wife Nadine learns to be a helicopter pilot. In the jail breaking tradition of John Dillinger, Vaujour carves a pistol from a bar of soap and paints nectarines to look like hand grenades. Frightened guards allow him access to the roof where Nadine swoops down and scoops him up. A nearby athletic field serves as a landing pad for the helicopter and where a get-away car has been pre-positioned.

An amateur photographer managed to capture the escape on film.



AVIATION HISTORY

High in the Sky, a Tale of Hijacks, Hi Jinks and Related Characters
by
Stephen M. Rocketto

Stick with me. This gets complicated. Is aircraft hijacking genetic or attributable to environment and can *The Coastwatcher* get grant money to study the problem?

There is an idea that all people are six or fewer social connections from each other. Simply put, a chain of "friend of friend" statements can connect any two individuals in a maximum of six steps.

The Coastwatcher has discovered a linkage in which a cunning career criminal who attempted to hijack an airliner and escape from prison using a helicopter can be related by one link to a vice admiral, a lieutenant general and an Eastern Air Lines captain.

On January 28th, 1972, Garrett Trapnell, a bank robber, jewel thief, gun-runner and polygamist with six wives attempted to hijack TWA Flight 2, LAX-JFK. Previously convicted of multiple crimes, he had faked insanity, been committed to a mental institution and escaped. He demanded \$306,800 to pay for a recent court case in which his \$306,800 damage suit had been denied. He also demanded the the release of Angela Davis and clemency from President Nixon.

He lost his trifecta but won an FBI bullet when the G-Men retook the plane at JFK and as a bonus got long-time lodgings at one of the Federal Prison Authority "crow bar motels," the super-max facility in Marion, Illinois. There he met Martin McNally.

A less than happy Trapnell, in custody and displaying the dressings on his bullet-wounded arm.



McNally had hijacked America Airlines Flight 119, a Boeing 727 On June 23, 1972. He had been inspired by D.B. Cooper's successful 1971 hijack of Northwest Orient's Flight 302, Cooper extorted \$200,000 dollars and bailed out over the Pacific Northwest and was never seen again.

Cooper had shown the way. The 727 had a rear staircase that could be lowered in flight and serve as a platform for a bail-out. Eventually a special device was installed, the "Cooper Vane," to prevent further mischief.

Anyway, McNally demanded \$500,000 ransom and \$2,500 spending money (?) and parachuting gear. A deal was struck to release the passengers. The aircraft circled Lambert Field for five hours until the money and equipment could be gathered. After landing, the passengers were released, he tipped the flight attendants \$2,000, keeping \$500 for walking around money and \$500,000 for future investments. The 727 prepared to depart.



One of the aircraft involved in the McNally caper waiting at Lambert Field.

Businessman David Healy, drinking at a nearby bar watched the drama on television. He was offended by the boldness of this air pirate and his vigilante spirit, reinforced by his bar spirits, emboldened him. Healy jumped into a Cadillac El Dorado convertible, a Mother's Day present for his wife and smashed through an airport security fence.

Driving a high speed, he struck the port main gear of the taxiing plane, stopping it but was critically injured and later claimed no memory of what he had done. He was charged with "interfering with an aircraft" but the charge was dropped. A year later, his wife divorced him. In 1976, he announced his candidacy for President of the United States!



*Cadillac vs.
Boeing*

Healy had thrown a monkey wrench in the form of a Cadillac convertible into McNally's plans. But the resourceful hijacker demanded and got another 727 and ordered it flown to Toronto. He bailed out over Indiana but lost the bag of money and his firearm. On the lam for six days, he was apprehended, tried, convicted and got 30 years at Marion where he met Garrett Trapnell.

Both were experienced aircraft hijackers and Trapnell had lots of past practice as an escaper so they decided to capitalize on their know-how. Trapnell of the many wives also had a girlfriend named Barbara Ann Oswald, no relation to Lee Harvey. On prison visits they hatched a plan to escape by helicopter.

On May 28th, 1978, Barbara Ann Oswald chartered a helicopter with the story that she wanted to inspect some flooded property. While in flight she pulled a gun on pilot Alan Barklage and ordered him to fly to the prison. Not wishing to be relegated to "Pilot-not in-Command," Barklage put up a fight, managed to get the pistol and shot and killed Barbara Ann. Trapnell, McNally, and a third con waited in disappointment.



*Alan
Barklage*

The death of her mother upset 17 year old daughter, Robin Oswald. On December 21st, 1978 she boarded TWA Flight 541 and while in flight

opened her coat and displayed three red cylinders wired to an alarm clock and a button which she held in her hand and asked for passage to Marion, Illinois. After landing in Marion, ten hours of negotiations ensued and Robin surrendered and was remanded to juvenile court. The cylinders were road flares.

Trapnell died in prison, McNally served a good part of his term and the records for Robin, a juvenile, are sealed.

But this is not the end of the story. If hereditary determines behavior, Garret Trapnell had some naughty gene hidden in a bunch of goody genes.

His mother was a Radcliffe graduate who became an alcoholic. His father, Walter Scott Trapnell was an Annapolis graduate whose career, as one commentator put it "took a dark turn. Divorce! The four year old Garrett lived with his mother for seven years. The story gets murky at this point. Garrett joined his father in Panama. Records seem to indicate that Lt. Cmdr. Trapnell was running a brothel in Panama and met with a certain amount of naval disapproval. Maybe environment does influence character.

But on the other-hand, one of his uncles was Vice Admiral Frederick "Trap" Trapnell, a pioneer naval aviator. He was a member of the "Three Flying Fish," the Blue Angels of the 1930s, flew just about every type of naval aircraft from dirigibles to jet fighters and was the first Navy aviator to fly a jet aircraft. the Bell XP-59A Airacomet.



*Trap Trapnell in the
trapping of a Vice
Admiral, Uncle of a
master of vice,, Garrett
Trapnell.*

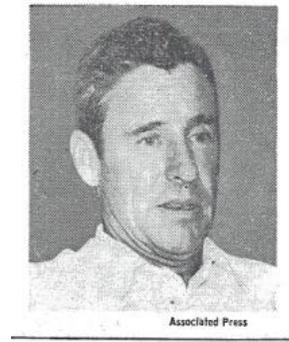
Another of Garret's uncles was General Thomas "Trap" Trapnell, a survivor of the Bataan Death Match. His unit, the 26th cavalry made the last U.S. Army mounted charge. After WWII, he fought in Korea.

Gen. Trapnell spent two years, 1952-1954 in Viet Nam on an advisory mission when the French were fighting the Viet Minh. An old East Asia hand, he served with U.S. forces in Vietnam took on the Viet Cong. In 1961, he advised President Kennedy that a "military solution in Indochina was not possible."

An early advocate of a unified combat command capable of reacting to global crises, he may be considered one of the parents of Strike Command. Trapnell was a Lieutenant General and nominated for General rank upon retirement.



And for the final chapter in this epic. Two sons of Admiral Trapnell became Eastern Air Line pilots. On September 3rd, 1971, one of them, Capt Joseph M. Trapnell was dead heading aboard Eastern Airline Flight 993, a DC-9 bound to Miami from Chicago. Juan Miguel Borges Guerra seized a flight attendant wielding a ice pick as a weapon. He demands to be taken to Cuba. Trapnell and another Eastern employee managed to subdue him and Guerra gets a 20 year prison sentence.



EAL Captain Joseph Trapnell

You cannot make this up. Is not the world a wonderful place.

TIME MACHINE
Views from the Past



Above: CTWG Commander Peter Jensen presenting former CTWG Command and TRCS Commander the 2009 Historian of the Year Award.

Below: Tom Wisehart and Fred Harris planning a mission in 2006.

