



*Missions for America
Semper vigilans!
Semper volans!*

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

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26-30 DEC-Regional Cadet Leadership School

SENIORS /CADET MEETING

24 November, 2020

submitted by

C/SMSgt Noah Bosse, Cadet PAO

The Squadron met in concert to honor Cadet Captains Christopher Munzner and Rhys Thornell and Cadet Second Lieutenant Daniel Martin who received the Earhart and Mitchell Awards respectively. A special edition of *The Coastwatcher* will be sent to Squadron members with the meeting report.

The following cadets have been recognized for their promotion record during the quarantine.

Cadet Captain-C. Munzner and R. Thornell

Cadet Second Lieutenant-D. Martin

Cadet Chief Master Sergeant-N. Bosse, E. Burton,
O. Busher, C. Wischman, and B. Kelly

Cadet Technical Sergeant-D. Motherway, R.

Minter, S Buchko, S. Trotochaud, M. Rathbone
and R. Schaffer

Cadet Staff Sergeant-M. Ceniglio

Cadet Senior Airman-Morse

Cadet Airman First Class-N. Dhillon and J. Wolfe

Cadet Airman-M. Fago, E. Denslow, and A.
Minter

WEEKLY MISSIONS AND ACTIVITIES

sUAV Wing Training

Capt Charles Johnson conducted a training session for senior members seeking to qualify as small unmanned Aerial Vehicle pilots and systems operators.



(l to r) Capt
Charles Johnson,
1st Lt Jacob Babor,
1st Lt Adam
Spreccace, 2^d Lt
Robert Baird (Photo
Credit: Sophia Johnson)

(l to r) 2^d Lt Robert Baird, Capt Charles Johnson, 1st Lt Jacob Babor – During climb to maximum altitude of 400 ft AGL (Photo Credit: Adam Spreccace)



Photographic Training Mission

On Saturday, Maj Keith Neilson and Lt Jason Otrin flew a practice aerial photographic flight to partially fulfill Lt Otrin's requirements to qualify for the Aerial Photographer rating.

AEROSPACE CHRONOLOGY FOR THE WEEK

25 November – Notable Aviation Firsts

1930– First flight of the Fairey Hendon. The Hendon was the first all-metal low wing monoplane in the RAF and served with only one squadron.



1940 – Flight of the de Havilland Mosquito. Arguably the most versatile of all WWII aircraft the design ran against that which the Air Ministry favored and de Havilland used corporate funding in the early stages of development. In the end, almost 8,000 were produced and the last retired in 1963.

DH-98B at Oshkosh



1940 – First flight of the Martin B-26 Marauder. The short wing and hot landing speed of the original Marauder gave it an unsavory reputation among its assigned aircrews. A longer wing and better training turned it into the medium bomber which had one of the lowest, if not the lowest, loss ratios in the Army Air Force.



B-26G bearing the Cross of Lorraine of the Free French Air Force. (Credit: Collection of J. Moulin)

1956 – First successful parachute jump in Antarctica. U. S. Air Force Sergeant Richard Patton jumps from 1,500 feet AGL (The South Pole is 9,500 ASL) as a test to determine the cause of parachute malfunction in sub-zero weather conditions.

Later, he assists directing airdrops from Douglas C-124 Globemasters which are dropping supplies to establish what would become the Amundsen–Scott South Pole Station. The Patton Glacier bears his name.



Globemaster dropping a tractor to the South Pole Station. (Credit USAF)

2009 – First flight of the Gulfstream 650. In 2014, the 650 won the Collier Trophy for having "...strengthened business aviation through significant

technological advancements in aircraft performance, cabin comfort, and safety."



(Credit: Rob Hodgkins)

26-27 Nov., 1943 – The first night combat air patrol (CAP) in history occurs off the Gilbert Islands when Japanese aircraft attack U.S. Navy ships. The CAP consists of a Grumman TBF-1C Avenger carrying radar and two Grumman F6F Hellcats from the *USS Enterprise*. The ship's Fighter Director would vector the formation to a position where the Avenger's radar could locate the bogeys. At that point the Avenger would guide the Hellcat's to the kill.



A flight of radar equipped Avengers off the Enterprise later in the war.

Credit: William T. Barr, Photographers Mate, USN)

Ironically, the Avenger could not position the Hellcats into a firing position so it shot down the Mitsubishi G4M Betty. Unfortunately, one of the Hellcats piloted by Lt. Edward "Butch" O'Hare, the Navy's first Ace was lost. O'Hare would posthumously become the first naval recipient of the Medal of Honor for shooting down five "Bettys" which had been attacking the *USS Lexington* 21 months earlier.



Above: O'Hare in the cockpit of his Wildcat adorned with VF-3 Squadron's "Felix the Cat" insignia and five of his "kill" markings. (Credit: USN)

Below: The O'Hare Memorial at Chicago's O'Hare International Airport. It is an F3F-3 replicating the aircraft flown by Butch.



Interestingly, Butch's father was a lawyer who had worked for Al Capone and later provided evidence which led to Capone's conviction for tax evasion and put "Scarface" away for 10 years. It also resulted in Attorney O'Hare getting whacked a week before Capone got out of prison.

27 Nov., 1944 – Three Japanese transport aircraft carrying demolition troops attempt to land troops at Buri airfield on Leyte and on the Leyte invasion beachhead via crash landings, but many of the troops are killed in the crashes and the survivors do little damage.

The attack was part of a major Japanese effort to regain the initiative in the Philippines. One of the aircraft crashed landed just off-shore and most of the assault troops escaped into a nearby swamp. A second plane set down on a nearby beach, failing to reach the airstrip but most of the Japanese troops survived and fled. The third aircraft landed on the airstrip itself but all of its occupants were killed by the defending US Army troops. Japanese paratroopers were dropped around US forces but were ineffective.

On the same day, Bettys from Iwo Jima struck Isley Field, the Boeing B-29 Superfortress base on Saipan. One B-29 was destroyed and 11 damaged.



B-29 wreckage on Saipan

A follow-up attack by 11 Mitsubishi A6M "Zeros" strafed Isley and destroyed three Superforts and damaged two. One Zero landed on the field and the pilot engaged the rifle armed defenders with his pistol with the expected results.

Japanese kamikazes also went after the fleet. The battleship *USS Colorado* was lightly damaged and the light cruiser *USS St. Louis* suffered serious damage after being struck by two suicide bombers.



USS St. Louis hit by kamikaze.

The following night, a half dozen or so Bettys bombed Isley from high altitude and caused little damage.

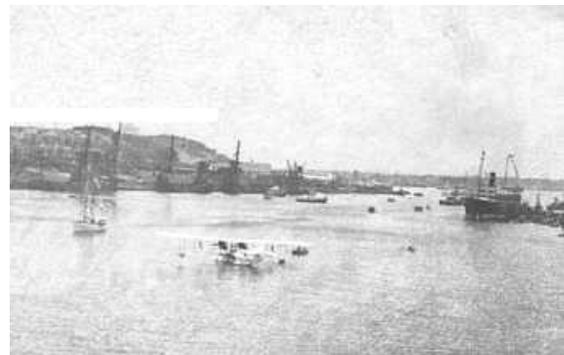
28-29 Nov. 1929 – A Ford Trimotor named *Floyd Bennett* under the command of Richard Byrd left Little America, the American base in Antarctica, and made a successful 189 hour flight to the South Pole and back. On the return, a stop was made at the base of Liv Glacier where fuel had

been cached. Unlike Byrd's dubious claim to having made the first flight over the North Pole, this "first" was fully documented.



The crew were all members of the Quiet Birdmen (QB), a fraternal group of experienced airmen and goodfellows: Navigator Byrd, pilot Bernt Balchen, co-pilot Harold June and radio operator Ashley McKinley. Support and the reserve crew members were Dean Smith and Alton Parker. And the plane was named after deceased QB, Floyd Bennett.

29 Nov., 1919 – West Indies Airways begins exploitation of a route between Key West in Florida and La Havana, in Cuba. West Indies Airways operating converted anti-submarine aircraft, the USN Curtiss H2SL flying boats to both Cuba and the Bahamas.



A Curtiss in Havana Harbor

West Indies formed a close association with the Aeromarine Plane and Motor Company and pioneered many innovations in flight operations under a number of trade names. Its Chief Pilot, Eddie Musick and promoter, Harry Bruno were both QBs.



An Aeromarine converted HS2L in New York Harbor for a 1922 promotional flight in which the French opera star, Madame Sylva, dropped flowers on the Soldiers and Sailors Monument. Bruno is to the right of Madame Sylva and Capt Musick is in the white shirt behind them. (Credit: Wings Over America, Harry Bruno, 1942)

On this same date in 1920, the US Post Office awards the first contract for international air mail to Aeromarine West Indies Airways.



The company and their affiliates pioneered many innovations in air travel. In 1921, their Great Lakes service showed the first in-flight movie, *Howdy Chicago*, while circling around the "Windy City" and also used the first airline baggage label.



The 1921 baggage label designed by Harry Bruno at Sloppy Joe's Bar in Havana.

In 1922 as Cleveland-Detroit Airways, they opened the first U.S. Airline ticket office in Cleveland. They also ran service out of the New York metropolitan area to regional resorts such as Atlantic City, Southhampton, L.I. and Lake

George.

Arguably, they were the first airline to rotate equipment and crews seasonally, a practice recognized by local readers familiar with John Van Arnsdale's Provincetown-Boston Airlines which moved part of its fleet to Florida in the winter.

In 1924, they ceased operations but were incorporated in Florida in 2007. The corporation purchased a 1920's style coastal steamer, the *CSS Seminole* and intended to use it as a floating terminal for flights using vintage aircraft between St. Augustine, Palm Beach, and Key West. Florida state records indicate that its status is "inactive."

30 Nov., 1913 – It is purported that the first air-to-air combat occurred over Naco, Mexico. Supposedly Dean Ivan Lamb flying a Curtiss D Pusher and Phil Rader in a Christofferson Pusher exchanged pistol shots with each other. Lamb was flying for the Carrancistas and Rader was employed by the Huertistas. They were friends and the general belief is that they put up a show for their jefes. These two factions should not be confused with the Federales, Constitucionalistas, Felicistas, Maderistas, Orozquitas AKA Colorados, Porfiristas, Reyistas, Villistas or Zapatistas although there was a lot of overlap and changing of sides during this period of Mexican unrest. You need a scorecard to track the rebels.



Christofferson and Curtiss

THANKSGIVING TURKEY

by

Stephen M. Rocketto, Editor

Both Lamb and Rader ended up serving in the British Flying Corps in WWI. Rader was killed in an air crash in 1918. Lamb may have shot down five or eight German aircraft, accounts differ.

After the war, Lamb may or may have not flown airmail. But he did continue his career as a filibuster, an old term for a mercenary. He may have founded the Honduras Air Force and also fought in Guatemala, Paraguay and Brazil. Afterwards, he returned to the United States and qualified for an air transport pilot rating.



*Ivan Lamb, Lt. Col.,
USAAF*

It is an understatement to say that Lamb's record in the 1925-1945 period is murky. There are reports of working for military intelligence, flying as a test pilot, and charges of stock fraud, grand larceny and gem theft. He did join the U.S. military in 1941 and served as an intelligence officer in India. Around 1953, he retired as a lieutenant colonel and two years later committed suicide in Tucson, Arizona.

His 1934 autobiography, *The Incurable Filibuster Adventures of Colonel Dean Ivan Lamb* is unavailable as is another of his books, *Gold Braid and Machetes*.

For further information, go to the Early Birds of Aviation website and consult Peter Breen's notes, a serious attempt to unravel the fact and fiction about Dean Ivan Lamb.

The Society of the 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 the professional politicians of today 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 awhile back, the *Coastwatcher* editor came upon a flock of wild turkeys. Yes, they can run faster



than I could run and I was so hungry. And they can fly higher in a tree than I could climb and I was so hungry. So on this quarantined Turkey Day, I must be satisfied with my annual pilgrimage to Westerly where Margaret, my beloved sister-in-law, will give me the bird (and side dishes) in a doggy bag left on the front porch for me to take home to my modest bachelor digs.

Lean, Mean, Semi-Flying Machines

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 so we doubt that the domestic bird can "slip the surly bonds of earth."



*Fat, Sassy, and Fit
for the Oven*

01 Dec., 1941 – The Civil Air Patrol is created by Fiorello La Guardia, Mayor of New York City and Director of the Office of Civilian Defense.

1 December, 1941

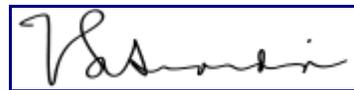
Administrative Order No.9

Establishing Civil Air Patrol

By virtue of the authority vested in me through my appointment as United States Director of the , through the Office of Civilian Defense. I have caused to be created and organized a branch of this Office of volunteers for the purpose of enlisting and training personnel to aid in the national defense of the United States, designated as the Civil Air Patrol.

In conformity with said organization, Major General John F. Curry, U.S.A. Air Corps, has been assigned to this office by the U.S. Army and designated by me as its National Commander. Said organization shall be formed as outlined in the attached chart, which is made a part of this Order as if written herein in full. The Civil Air Patrol shall carry out such Orders and directives as are issued to it by the Director of Civilian Defense. It shall be the duty and responsibility of the National Commander to see that the objectives and purposes and orders issued in conformity with the policy of this office are carried out and that all activities are reported regularly to the Director through the Aviation Aide.

All enlistments and appointments in the Civil Air Patrol may be disapproved by the Director of the Office of Civilian Defense.



F. H. LaGuardia

U.S. Director of Civilian Defense