



Mission for America

*Semper vigilans!*  
*Semper volans!*

# The Coastwatcher

Newsletter of the Thames River Composite Squadron  
GON

Connecticut Wing  
Civil Air Patrol

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## SCHEDULE OF COMING EVENTS

### October

07 OCT-TRCS-PT  
09 OCT-USCGA Lecture  
12 OCT-Wing Old Rhinebeck Trip  
14 OCT-TRCS-AEX/Testing-BDUs-Comm. Call  
16-18 OCT-Nat'l Conference on A/S Education  
18-19 OCT-Corporate Learning Course  
21 OCT-ML/AE-Blues  
25 OCT-Cadet Ball  
25 OCT-ACUT-Middletown  
28 OCT-ES-BDUs

### Long Term Planning

15 NOV-BCUT-Middletown  
22-23 NOV-Unit Commanders Course  
06-07 DEC-Training Leaders of Cadets Course

### SLS COURSE

LtCol David Oestreicher, CTWG Professional Development Officer, held a Squadron Leader Course over the last weekend. Our Lt Scott

Farley was one of 20 graduates. Col Kinch served on the faculty.

### OLD RHINEBECK

If you are interested in attending the Old Rhinebeck Airshow on Sunday, 12 Oct, you should inform Captain Rocketto by email by Tuesday, 7 October.

### NASM/QUANTICO MARINE CORPS MUSEUM TRIP

Tentative dates have been set. They are 8 November-11 November, the Veteran' Day Weekend. We are waiting to confirm whether accommodations are available at Ft. Meade at approximately \$20/night. Space may be limited so make your plans early.

### SPECIAL MEETING

**30 September, 2008**

### MITCHELL AWARD CEREMONY



Our last meeting was dedicated to celebrate the presentation of The Billy Mitchell Award to C/2Lt Jonathan A. Scannell.

C/2Lt Scannell has been a member of Thames River Composite Squadron since September of 2004. He attended Wing Summer Encampment in 2007. In May, 2008, he was appointed Cadet Commander of our Squadron. This summer, he attended the National Emergency Services Academy, Camp Atterbury, Indiana, and has achieved the Ground Team Member Level III rating. He has also earned the Cadet Community

Service Ribbon and the NRA Marksman Badge. Jonathan is also a Life Scout, working on his service project in order to attain the coveted rank of Eagle Scout. He is the Senior Patrol Leader in Troop 20 and a Brotherhood Member of the Order of the Arrow. In 2005, he attended the National Jamboree and in 2007 the World Scout Jamboree.

A junior at Liberty Bell Academy, Jonathan concurrently attends Quinebaug Valley Community College.

He is a member of the Quaker Hill Baptist Church, a member of the Technology Team, and plans to pursue a degree in Computer Science at the University of Connecticut.

Jonathan is also the Connecticut State Record Holder in the esoteric sport of cup stacking.

C/CMSgt Michael Molinari, TRCS Senior Cadet, opened the ceremonies by leading the assembly in the Pledge of Allegiance and the Cadet Oath.

Lt Robin Wojtuck, Moral Leadership Officer gave the invocation.

Maj Roy E. Bourque, Deputy Commander-Cadets, acted as Master of Ceremonies and introduced two special guests: State Representative Steven Mikutel and CTWG Commander Peter Jensen.

A history of the CAP Cadet Program was presented by Col Frederick Herbert, past Wing Commander and Jonathan's grandfather.

Aerospace Education Officer, Capt Stephen M. Rocketto, delivered a biography of Billy Mitchell.

LtCol Lawrence W. Kinch, Squadron Commander, informed the audience about the history of the Mitchell Award.

A commendatory resolution by the State General Assembly was read by Rep Mikutel who represents Griswold, Jonathan's home town, in the State Assembly.



Col Jensen and Col Herbert presented Lt Scannell with his new shoulder boards.



Light refreshments were served at the conclusion of the meeting.

### **QUAKER HILL RIFLE CLUB**

The opening of the 2008-2009 season for the QHJRC has been delayed until the range renovations are completed. Interested Cadets who wish to work on qualification medals in rifle marksmanship are urged to contact Coach Jennifer Sloan at [jennslo@msn.com](mailto:jennslo@msn.com).

### **MEMORIES OF OCTOBERS PAST**

01 OCT 1861-The United States Army Balloon Corps is formed. Prof. Thaddeus S. C. Lowe, the grandfather of famed aviatrix Pancho Barnes, is named Chief Aeronaut.

02 OCT, 1974-Roy Anderson of General Electric demonstrates feasibility of a GPS.

03 OCT, 1923-USS Lexington (CV-2) launched at Quincy, Massachusetts

04 OCT, 1958-BOAC flies the first jet airliner, a deHavilland Comet, across the Atlantic Ocean.

05 OCT, XXXX-The first test of the first USN amphibian is carried out at Hammondsport, N.Y.

06 OCT, 1938-D.C.T. Bennett and Ian Harvey set a still standing world record for seaplanes by flying the Short Mercury from Dundee Scotland to Port Nolloth, South Africa, a distance of 5,997.5 miles in 42.5 hours.

07 OCT, 1909-Glenn Curtiss becomes the first American to hold a license issued by the *Federation Aeronautique Internationale*.

08 OCT, 1940-The Royal Air Force forms the first of three Eagle Squadrons, Americans who, before Pearl Harbor, enlisted in the RAF to fight the Nazis.

09 OCT, 1930-Pan American receives its first Martin M130 Flying Boat.

10 OCT, 1946-After 17 years, Carl Norden is issued a patent for his eponymous bomb sight.

11 OCT, 1910-At St. Louis, Mo., Teddy Roosevelt becomes the first US President to fly.. The aircraft was a Wright Model B piloted by Arch Hoxsey.

12 OCT, 1954-First Flight of the Cessna T-37 Tweet.



*Tweet on the Ramp*

13 OCT, 1919-The International Convention of Air Navigation establishes rules about the national sovereignty of airspace and the regulation of air commerce.

14 OCT, 1947-Capt Charles Yeager becomes the first man to exceed the speed of sound flying the Bell XS-1.

15 OCT, 1939-LaGuardia Airport is dedicated by former CAP leader and NY Mayor, Fiorello LaGuardia.

16 OCT, 1937-First Flight of the Short S.25 which achieves fame as the Sunderland.



*Sunderland at Polk City, Florida*

17 OCT, 1922-Lt. V. C. Griffon pilots a Vought VE-75T from the deck of the USS Langley, the first flight from the first US carrier.

18 OCT, 1932-Maurice Dornier, aeronautical engineer and brother of Claudius Dornier, goes west.

19 OCT, 1939-Vannevar Bush, president of the Carnegie Institution, is elected Chairman of the National Advisory Committee on Aeronautics.

20 OCT, 1920-Robert Esnault-Pelterie wins the suit which establishes his claim as inventor of the joystick.

21 OCT, First flight of the Northrop YB-49.

22 OCT, 1934-Charles W.A. Scott and Thomas C. Black pilot a specially built deHavilland Comet 88 racer to win the MacRobertson England

to Australia air race. What is also notable is that two standard commercial airliners, a KLM Douglas DC-2 piloted by legendary Dutch aviators K. D. Parmentier and J.J. Moll and Boeing 247 piloted by the colorful Roscoe Turner and Clyde Pangborn placed second and third. Other participants included Jackie Cochran, Jim and Amy Mollison and Donald C.T. Bennett.



*Turner's 247, retired from United Airlines, at the Smithsonian*

23 OCT, 1943-The Battle of Leyte Gulf commences.

24 OCT, 1942-Charles G. Abbott, Secretary of the Smithsonian Institution, concedes that Langley's Aerodrome, which failed to fly in 1903 but did fly in 1914 was radically modified. This established priority for the Wright Brothers as the inventors of the first successful heavier than air, powered, man carrying, and controllable aircraft.

25 OCT, 1939-First Flight of the Handley Page Halifax.



*Recovered from the 750 ft depths of Lake Mjosa in Norway, Mark 7 Halifax undergoes restoration at RCB Trenton, Ontario, Canada*

26 OCT, 1938-First Flight of the Douglas 7B, progenitor of the A-20 Havoc.



*Douglas Havoc Hangared*

27 OCT, 1954-Benjamin O. Davis becomes the first black general officer in the USAF.

28 OCT, 1926-Pan American Airways establishes service between Key West, Florida and Havana, Cuba. The 90 mile flight was accomplished using a Fokker F.VIIIa/3m trimotor aircraft piloted by Hugh Wells and the legendary pioneer aviator E.C. Musick.

29 OCT, 1947-First Flight of the Vought XF7U-1 Cutlass.



*Cutlass, oft called "Gutless" or "Ensign Eliminator" due to its low power and proclivity to depart from controlled flight sits forlornly on display*

30 OCT, 1997-First successful launch of the Ariane V by the European Space Agency.

31 OCT, 1957-A USN Douglas R4D-5, *Que Sera Sera*, makes the first landing at the South Pole.



*Ski Equipped Que Sera Sera sits incongruously on ramp at NAS Pensacola*

**William Mitchell**  
*Champion of Air Power*



Better known as Billy Mitchell, he was born in 1879 on the French Riviera where his wealthy parents were residing. When they returned to their Milwaukee estate three years later, Billy spoke French as well as English and went on to become competent in German, Spanish, and Italian. His affluent family could afford the best of private schools and his friends included the young Douglas MacArthur. In 1891, his father was elected to the U.S. Senate and, the family moved to Washington where Billy was immersed in the cosmopolitan atmosphere of the Capital City.

When the Spanish American war broke out in 1898, Billy enlisted in the U.S. Army and traveled with his regiment to Florida. Within a week, he was a Signal Corps second lieutenant, the youngest in the service. He finally got to Cuba after the cessation of hostilities and soon lobbied for transfer to the Philippines, freshly liberated from Spain, but in the throes of an insurrection

led by Emilio Aguinaldo. There he served under General Arthur MacArthur, Douglas's father, laid an important telegraph line through the jungle, and came down with malaria.

He considered resigning from the Army but after a six month return trip to the United States by way of the Middle East and Europe, he accepted an assignment to Alaska. There, he distinguished himself over two seasons by linking the interior with the coast, laying 1,700 miles of telegraph lines. By this time, he was the youngest captain in the Army. He was one of the first to note the strategic importance of Alaska's position dominating the short routes between North American and Asia.

While stationed at Ft. Leavenworth, Mitchell started studying many of the new technologies: aviation, telegraphy and radio, and photography and started to publish essays on their applications to warfare. Further assignments took him back to the Philippines and he surveyed Japanese activity in the Pacific archipelagos, in Manchuria, Formosa, and China, and on the home islands themselves.

At thirty, he was assigned to the General Staff and entered the Washington social whirl. An outstanding equestrian, he engaged in polo playing and fox hunting but made important friendships with senior and junior officers in the air service. At this point in his career, his propensity to publicly offer his unorthodox and somewhat critical opinions about the military led to a general order to all officers to refrain from such activity in the future. Mitchell's opinionated views and undiplomatic character foreshadowed much of what would effect his future in the U.S. military and he developed a reputation as the "stormy petrel" of U.S. aviation. His efficiency reports also remarked that he might serve better in the field than on the staff.

In 1916, two years after the outbreak of The Great War in Europe, Mitchell, a 36 year old major,

took private flying lessons and accumulated 15 hours of instruction during which he not only soloed but managed to survive a crash landing. On March 17, 1917, he departed for Europe to gather information on the French programs for aircraft development and the training of pilots. He was in Europe when, on April 6th, the United States entered the war on the side of the Allies.

He not only engaged in his normal staff duties but also underwent instruction as a military aviator. He steeped himself in the minutiae of war, traveling to the front, visiting bureaus, studying technologies, and lobbying for the expansion of U.S. air power. As an interesting sidelight, he recruited a passing army driver to assist in the repair of his stranded Mercedes. The driver, Eddie Rickenbacker, with Mitchell's backing soon entered pilot training and became America's Ace of Aces in World War I.

Although in conflict with many of his superiors, he was placed in tactical command of front line aviation and masterminded the use of mass formations during the defense of the St. Mihiel salient and the Argonne offensive, flying numerous combat missions himself.

After the war, he continued to advance his opinions to the War Department officially and unofficially he published articles under pseudonyms in magazines and newspapers. He was extremely critical and less than diplomatic of War Department policies on aviation and of the Navy's reliance on capital ships. In 1921, his First Provisional Air Brigade participated in a series of tests off the Virginia Capes. These tests proved, at the least, that air bombardment could sink warships but these successes were mitigated by the fact that the targets were stationary, undefended by anti-aircraft fire, and *sans* damage control parties.

Two years later, Mitchell made another foray into intelligence, revisiting the Pacific and studying

the Hawaiian and Philippine Islands, Japan, China, Thailand, and India. This trip resulted in a report to the War Department which detailed his conclusions on Japanese military potential and ambitions. However, Mitchell's abrasive personality and the conservatism of officialdom resulted in severe criticism and relegation to the

lower drawer of a file cabinet in the sub basement of the War Department. One must always keep in mind that Mitchell was a zealous crusader for air power and an independent air force but his lack of political *savoir faire* and tact ill served him in achieving his goals.

A series of aviation accidents occurred and when the Navy Dirigible *Shenandoah* crashed in a line squall in Ohio, Mitchell issued a public statement accusing the War Department of incompetent, criminally negligent and behavior bordering on treason. He had invited a court martial and he got it.

The trial engaged the American public for almost two months. Mitchell was indicted for insubordination and activities which prejudiced the "good order and military discipline" of the Service. His old friend, Douglas MacArthur sat on the court martial board. He was found guilty and suspended from duty for five years. In order to keep his freedom to express his views, he resigned from the service and until his death in 1936, was an uncompromising advocate for a strong national defense and an independent air force.

Perhaps his greatest accomplishment was in mentoring a cadre of young officers, all of whom achieved prominence in World War II and after. Hap Arnold, Ira Eaker, Carl "Tooney" Spaatz, and Harold George, names familiar to CAP Cadets and aviation historians.

After his death, World War II proved him correct in many of his argued positions about air power. An attempt to repeal the verdict of the court was

attempted and failed and Hollywood made a bad movie about his trial. Nonetheless, his contributions were recognized. The Milwaukee Airport is named after him. He was posthumously promoted to Major General. A "Billy Mitchell" commemorative postage stamp was issued. The USAF Academy dining hall carries his name. But there is a singular honor which I think Mitchell would have appreciated most. Only one aircraft, flown by the U.S. Air Force has ever carried the name of a human being, the North American B-25 Mitchell.



*Mitchell Bomber Lifting Off*

## **PROFESSIONAL DEVELOPMENT**

The Wing Professional Development Officer, LtCol Oestreicher, is offering a series of courses this fall. These include Corporate Learning, Unit Commanders, and Training Leaders of Cadets courses.

Course descriptions and requirements follow:

Corporate Learning Course – CLC – October 18/19 (0900 – 1700 both days) For senior members to learn about the work done at the Wing level.

*Requirements for attendees:* As outlined in CAPR 50-17, the student must complete a CAP Form 17, have his/her unit commander sign and date it, and forward it to Lt Col Oestreicher. The student must have completed Level 1, be currently enrolled in one or more specialty tracks, and have previously completed

Squadron Leadership School. The student must also pay the attendance fee of \$25.00.

Unit Commanders Course – UCC – November 22/23 (0900 – 1700 both days)

*Requirements for attendees:* As outlined in CAPR 50-17, the student must complete a CAP Form 17, have his/her commander sign it and forward it to Lt Col Oestreicher. Present Unit Commanders are required to attend this course as stated by the Wing Commander. The student must have completed Level 1, be currently enrolled in one or more specialty tracks with at least a Technician level in one, and have previously completed a Squadron Leadership School. ECI-13 is preferred but not required. Students must pay the attendance fee of \$25.00.

Training Leaders of Cadets – TLC – December 6/7 (0900 – 1700 both days)

*Requirements for attendees:* As outlined in CAPR 50-17, the student must complete a CAP Form 17, have his/her commander sign it and forward it to Lt Col Oestreicher. Unit Commanders must request permission from the Wing Commander.

The student must have completed Level 1 and should be enrolled in one or more specialty tracks. Students must pay the attendance fee of \$25.00.

*All courses will cost \$25 per attendee. This covers the cost of paper, pens, pencils, binders, supplies, copying, printing, breakfast, lunch, and snacks (soda, coffee, tea, milk, etc.) for both days. If you have any dietary restrictions please let Lt Col Oestreicher, the Director of Professional Development, know immediately. Checks must be made out to "CTWG." Cash will not be accepted.*

*All courses will be held at Connecticut Wing Headquarters in Middletown, CT.*

*All course materials are available on-line from the National Website (Power Point).*

*All participants must complete all requirements to attend the class before attending.*

*All appropriate forms, payments, and authorizations must be submitted No Later Than (NLT) 5 days prior to the start of the course to Lt Col Oestreicher, after appropriate signatures have been obtained from the student's commander.*

*If we do not have at least five CAP Form 17s within five days of the start of the course, the course will be canceled.*