

Missions for America

*Semper vigilans!*  
*Semper volans!*



## The Coastwatcher

Newsletter of the Thames River Composite Squadron  
GON  
Connecticut Wing  
Civil Air Patrol

<http://capct075.web.officelive.com/default.aspx>

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### SCHEDULE OF COMING EVENTS

#### July

- 17 JUL-Squadron SAREX
- 20 JUL-Cadets-Promotion Bd./AE Mod 1/Rockets Seniors-ES training
- 27 JUL-Cadets-AE Mod 1/Model Rockets Seniors-Squadron Training
- 31 JUL-Cadet Orientation Flights
- 31 JUL-7 AUG-CTWG Encampment

#### For Future Planning

- 21 AUG-Commander's Cup Rocketry Contest
- 07 SEP-Squadron Pictures
- 02 OCT-First Aid Course (tentative)
- 09 OCT-CTWG Olde Rhinebeck Trip (tentative)
- 22-24 OCT-CTWG Conference
- TBA-1109 AVCRAD Helicopter Flights

### CADET MEETING

13 July, 2010

The character development theme for the evening was "Do I Matter?" and explored the theme of what makes a person valuable.

The following Cadets received certificates, awards, or promotions:

First Orientation Flight Certificates-Cadets Bourque and VanDevander



*Cadet Bourque*



*Cadet VanDevander*



Recruiting Ribbon-Cadet Herzog

Red Service Ribbon-Cadets Herzog and Orlando



*Cadet Orlando congratulated by Capt Noniewicz*



*Cadet Johnson received the Arnold Ribbon and promotion to C/AIC.*



*Cadet Barbaran was promoted to C/SrAmn.*

Cadets were alerted to plan for the Wing Rocket Competition on 21 August and field trips to glider orientation flights and National Guard helicopter rides.

Major Rocketto briefed the Cadets on two memorable flights made in July; "Lawn Chair" Larry Walters and Douglas "Wrong Way" Corrigan.

*Cadet Flynn received his Armstrong Ribbon.*



### CADET GLIDER ORIENTATION FLIGHTS AND GLIDER ACADEMY

The Springfield Composite Squadron in Vermont is offering an opportunity for Cadets to participate in glider flight.

Glider orientation flights is a weekend program and is held on every second and fourth Friday to Sunday weekend subject to special events and weather. Cadet Orientation Rides 1-5 are offered. Total cost including room, board, and fees is \$35. Cadets may attend as a Squadron event or individually, space permitting.

This would be an excellent weekend activity for our Squadron and would depend upon the availability of a Senior Member as Project Officer and the enthusiasm of our Cadet Corps for this activity.



*C/2Lt Wojtuck received a Certificate of Appreciation for her work at the Great Starts Encampment.*

The Finance Committee has approved partial or full underwriting of the \$35 fee and the transport. Cadets who are interested are urged to contact Maj Rocketto at [srocketto@aquilasys.com](mailto:srocketto@aquilasys.com).

### COMMANDER'S CALL

12 July, 2010

Capt Noniewicz reviewed safety topics concerning tail strikes, IM SAFE, and hot weather health issues.



*A gaggle of Cadets earned certificates in the Rocketry Program and here stand assembled in PT garb.*

LtCol Doucette reported on the current status of the LISP program.

Matthew Olsen has been promoted to Lieutenant Colonel.

LtCol Doucette and Maj Rocketto reported on their experiences at the National Emergency Services Academy. Col Doucette attended the Aerial Photography Course and Maj Rocketto attended Mission Pilot School. Both officers were very positive on their experiences and the value of the courses.

John Letteney has been promoted to Major

### CURRENT EVENTS

Lt Farley led a discussion about the agenda for the weekend SAREX scheduled for 17 July. Topics included aircraft allocations, ground team cooperation, and hub squadron participation.

The USAF KC-X tanker competition has reopened with bids by Boeing, EADS (European Aeronautic Defense and Space Company) and US Aerospace a dealer for the Ukrainian company, Anotov. The prize is a 179 aircraft contract worth approximately 35 to 50 billion dollars.

Maj Rocketto conducted a current events/history briefing.

Boeing will promote its KC-767, EADS the KC-45 based upon an Airbus 330, and US Aerospace offers the AN-124, AN-122, and AN-112.

Col Kinch announced that an IG SAT inspection will be scheduled in the fall.

The new tanker is slated to replace the 50 year old Boeing KC-135 fleet but the program has received a number of setbacks. Originally EADS-Northrop won the contract but it was overturned by the Government Accounting Office due to irregularities in the bidding process. Northrop dropped out but EADS has decided to re-enter the competition without a US partner.

Lt Farley called attention to qualification expiration dates.

At last report, over 100 million dollars has been spent by Boeing and EADS on lobbying efforts to secure the contract.

Lt Miller discussed specific logistics issues.

Lt Owens announced that a first aid course will be offered, probably in October.

### SENIOR PROMOTIONS

Willi Lintemann has achieved CAP Professional Level II and been promoted to Captain.

### AVIATION HISTORY



This month marks two memorable flights.

#### *Lawn Chair Larry Walters*

On 02 July, 1982, Larry Walters attached 40 odd helium filled weather balloons to a lawn chair and launched himself in the airways. Departing from San Pedro, California, he rose to 15,000 or 16,000 ft and entered Los Angeles International Airport airspace, *sans* transponder and VHF radio.

Equipped with sandwiches, beer (Miller Lite), a camera, water jug ballast, and a pellet gun, he drifted for several hours before shooting several of his balloons with the pellet gun which, unfortunately, he dropped. However, he finally descended into some power lines, caused a minor blackout in Long Beach, safely lowered himself to the ground, and was arrested. A \$4,000 dollar federal fine was reduced to \$1,500 and the charge of operating a civil aircraft without an airworthiness certificate was dropped due to technicalities in applying the regulations to balloon lofted lawn chairs. His pilot's license was not suspended since he did not have one.

Walters was never able to capitalize on his adventure and some years later, committed suicide.

### *Wrong Way Corrigan*

According to legend, Douglas Corrigan, a young mechanic at the Ryan factory in San Diego, pulled the chocks of the *Spirit of St. Louis* as it left California for Roosevelt Field, New York, and its epic flight to Le Bourget, Paris.

Corrigan decided that one day, he would make a similar flight and chose Ireland, the land of his forefathers, as a suitable destination. In 1933, he purchased a Curtiss Robin and modified it for the trip but was denied permission to make the trip by the government which declared it "unsuitable." Over the next several years, he modified the aircraft several times but was repeatedly denied permission to attempt the flight to Ireland.

In 1938, Corrigan flew from California to Floyd Bennett Field in Brooklyn. On 17 July, 1938, in a heavy fog, he lifted off from Floyd Bennett for a return trip to California. Following air traffic instructions, he headed east to avoid some tall buildings west of the airport.

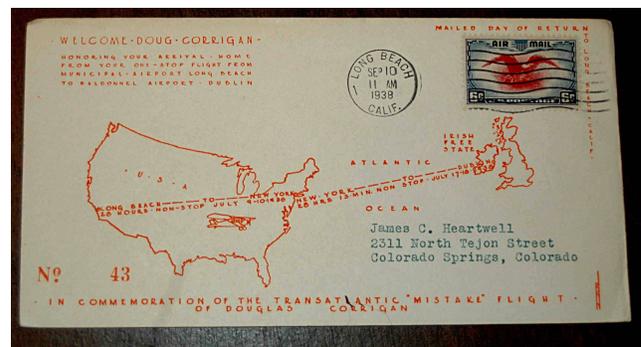
Unable to fly by ground contact, he relied on his magnetic compass. Some 26 hours later, he descended into clear air and in the light of day, noted that he had inadvertently followed the wrong end of the compass needle! Some two hours and 13 minutes later, he landed at Baldonnel Airport, Dublin.

This Son of the Emerald Isles was treated as a hero by the Irish. The US government was not amused and repeatedly questioned him about his supposed error. He stuck to his explanation to the day he died, stating, "That's my story!" He has been known since as "Wrong Way Corrigan."

At one point in his life, he was reputed to say that after repeated denials of a permit to fly the Atlantic, government officials told him "...to get lost so I did."

Corrigan's pilot's license was suspended for fourteen days, the suspension ending on the day of his arrival by steamship in New York where he was honored with a ticker-tape parade.

Corrigan capitalized on his flight by writing his autobiography, *That's My Story*, and starring in a movie, *The Flying Irishman*. During World War Two, he flew as a production test pilot and Air Transport Command pilot and later worked in business aviation. His retired from aviation to grow oranges.



*A 1938 First Day Cover welcoming Corrigan back to California after his epic flight. Note the six cent airmail stamp.*