

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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C/2Lt Flynn, Printer's Devil

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### SCHEDULE OF COMING EVENTS

#### November

02 NOV-Squadron Meeting  
03 NOV-Last Day of Citrus Fruit Fundraiser  
05-07 NOV-Glider Orientation Weekend  
09 NOV-Squadron Meeting  
12-14 NOV-NER Conference  
13 NOV-Cadet Meeting-Casa Woj  
16 NOV-Squadron Meeting  
20 NOV-USCGA PT Training  
20 NOV-USAF Evaluation-HVN  
15-20 NOV-USAF Graded Training Exercise  
23 NOV-Squadron Meeting-Col Isabelle visit  
30 NOV-Squadron Meeting

### For Future Planning

04 DEC-Squadron SAREX with HVN and BPT  
18 DEC-USCGA PT Training  
14 FEB, 2011-Juliet Long Aerospace Festival  
TBA-1109 AVCRAD Helicopter Flights

### CADET MEETING

*19 October, 2010*

*(Reported by C/2Lt Flynn)*

The weekly meeting commenced with drill. USCG Academy Cadets served as an instructional cadre. Cadet Hall was given leadership practice and commanded a flight of Coast Guard Cadets. Cadet Daniels, supervised by a Coast Guard Cadet instructed Cadet Lacy in facing movements. The rest of the Squadron practiced flank, column, and to-the-rear movements.

After marching, Major Bourque re-administered a compass course exercise for Cadets who required re-testing and then taught an Emergency Services class on aircraft search techniques.

Capt Wojtcuk interviewed Cadets scheduled for promotion.

The meeting concluded with an awards ceremony.

Cadet Thomas Ray was promoted to C/Amn. Cadets Drew Daniels and Austin VanDevander attained C/A1C. C/SrAmn stripes were presented to Cadets Kyle Hall and Brendan Schultz.

C/2Lt Wojtuck received an Achievement Ribbon for her participation in the Great Starts Encampment and a clasp on the Community Service Ribbon for over 426 hours service at Backus Hospital.

Cadet Andrew Cathcart was awarded the Pro-Marksman Medal. The following Cadets received the Marksman Medal: Thomas Ray, Austin VanDevander, Derreck Bunevich, Kyle Hall, Drew Daniels, Brendan Schultz, Timothy Chartier, and Annabelle Orlando.

### **CADET MEETING**

*26 October, 2010*

*(Reported by C/2Lt Flynn)*

The meeting began with drill. Flanks and Mark Time were the main movements practiced during this session.

On our return to the squadron, we attended the ground team debriefing for last Sunday's SAREX. Cadets who attended the exercise contributed by recounting the day from the ground team's point of view and offered their opinions on what went well or could have gone better.

C/2Lt Flynn taught a class on being a leader versus being a boss and on the purpose of grade in Civil Air Patrol.

Major Rocketto talked to the cadets about the upcoming glider camp and the Quaker Hill gun club. Cadets were informed to bring at least \$10 to the glider camp. Cadets also learned that if they would like to join the Quaker Hill Rod and Gun | Club in order to continue their marksmanship training, they should report to one of the club's Friday sessions with a parent.

Major Rocketto announced that Cadet Cathcart has won the last aircraft identification contest. Cadet Cathcart was offered a selection of prizes and chose a 30 caliber ammunition can. Major Rocketto urged the Cadets to take part in the next contest which appears below in this issue.

Captain Wojtcuk discussed the fruit sale, manners in CAP, and upcoming events. Cadets were told to bring any sale slips and money to Mrs. Hall, who is helping to manage the sale.

An awards ceremony concluded the meeting. Cadet Michael Herzog received the Mary Feik award and was promoted to C/Senior Airman. C/2nd Lt. Flynn received his marksmanship medal.

### **SQUADRON ORIENTATION FLIGHTS**

*30 October, 2010*

Cadets Bunevich, Cathcart, Daniels, and Ray have signed up as of the meeting night. Capt Wojtuck will assign the flights on a priority basis and notify Cadets *via* e-mail.

### **SENIOR MEETING**

*26 October, 2010*

The meeting was devoted to a debrief of the SAREX held on 24 October, details of which are reported below. Cadets and Officers met and under the leadership of Lt Farley, discussed the details of the mission and lessons learned.

Chief among the lessons for the ground team were the importance of clear communications with the aircraft, use of maps, backup communication devices such as cell phones and hand held transceivers, and the value of the testimony of a witness.

The aircrew praised the SAR package built into the G1000 panel and the clarity of the ground panel markers which were set up by the ground team.

Lt Miller, our Logistics Officer, and LtCol Nicholas Brignola, examined our Squadron equipment, storage, and records.

Col Doucette instructed Lt Looney on the requirements for the Observer rating.

## SQUADRON SAREX

*24 October, 2010*

The Squadron conducted a ground/air SAREX on Sunday the 24th, deploying one ground team and flying six sorties.

The problem involved a lost aircraft en-route from Groton to Willimantic, last reported in the vicinity of Gardner's Lake. After a briefing, the ground team consisting of Cadets Schultz, Bunevich, VanDevander, and Hall, led by Major Bourque headed northeast in the van and took up station at a key intersection.

The ground team experienced problems contacting both Mission Base and the aircraft on the CAP radio and used a hand held VHF transceiver. but did pick up weak ELT signals. The aircraft was more successful and used a DF steer to guide the ground team to the vicinity of the emergency transmission.

A "witness" was interviewed and provided more data to the ground team. The second aircraft sortie located the "downed" aircraft, gave directions to the van, and marked the position by circling. At that point the ground team dismounted and used their L-Per to locate the beacon.

Aircraft crews practiced tracking techniques, use of the multipurpose flight display in the G1000 system to establish search patterns, identifying and reading ground marker panels, and communications with a ground vehicle.

The flight crews consisted of Capt Noniewicz, LtCols Kinch, Doucette, and Bergey, Maj Bridgewater, and Lts Lintelmann, Looney, and Farley.

## CTWG CONFERENCE

Cols Herbert, Wisehart and Doucette, Maj Neilson, Capt Noniewicz, and Lts Farley and Lintelmann attended. They participated in a wide range of activities highlighted by seminars devoted to flight safety and operations methodology.

A number of TRCS Officers received awards from Wing at the 2010 conference. LtCol Lawrence Kinch received Senior Officer of the Year honors. Capt Willi Lintelmann was selected to be Finance Officer of the Year. Operations Officer of the Year went to LtCol Leif Bergy. Capt Robin Wojtcuk was named Cadet Program Officer of the Year. Lt Scott Farley is the Emergency Services Officer of the Year and Major Stephen Rocketto earned Aerospace Education Officer of the Year. Each of the awardees received a commemorative plaque.

## CADET BALL



*Chain of Command*

*(photo by Maj Bourque)*

The Squadron was represented by fourteen Cadets and Officers. C/2Lt Wojtuck is commended for her work as one of the Ball planners. Maj Bourque provided the photographs and Mrs Hall and Mrs VanDevander served as chaperones. Other attendees were C/2Lt Flynn, Cadet Barbara Paquin and date, and Cadets Daniels, Anderson, Schultz, Hall, VanDevander, Ray, and Chartier.



*Mass Surrender!*  
(photo by Maj Bourque)

### **SPECIAL CADET "LEARN TO LEAD" MEETING**

In our first big attempt to slowly hand-over the Cadet Squadron to the leadership of the cadets as per the new Learn to Lead program...

Cadets will meet at the Woj Abode on Saturday, Nov. 13, at 9AM-3PM, to set our goals and schedule for the coming year in line with the new Learn to Lead Program.

The agenda will

1. Set a schedule according to the suggested CAPHQ Cadet Programs schedule.
2. Choose topics to be covered in AE, Safety, Leadership, Moral Leadership, and ES.
3. Plan another ES mini-bivouac.
4. Discuss how the Model Rocketry program will fit into our schedule during the winter months so we can spend time on outdoor activities in the spring/summer/fall.
5. Discuss the Color Guard and parade opportunities.

*E-mail Capt Wojtucuk and state if you will or will not be in attendance so we get a head-count for pizza, cost to be announced at a later date.*

### **SPECIAL CADET PT TRAINING**

Winter PT training is difficult since we lack sufficient space for indoor training. Through the good offices of Commander Flynn, we have obtained use of US Coast Guard facilities. The dates and times follow:

Saturday, November 20th, 8:30AM-10:00AM - van leaves the squadron at 8:15AM sharp.

Saturday, December 18th, 8:30AM-10:00AM - van leaves the squadron at 8:15AM sharp.

We meet at the squadron (no matter how close to the Academy you might live) and go in together as a squadron - PLEASE do not ask for exceptions.

Wear PT "uniform" as listed on our website on the elephant page. Do not wear anything with writing or pictures on it unless it is our squadron tee shirt or a CAP encampment shirt.

There will be no other PT testing during these months. Please watch our website Cadet Calendar for uniform of the day and classes during the winter months. Stay tuned for Jan-Mar dates.

### **GROUND OBSERVER CORPS REDUX AND CONTEST**

Cadet Andrew Cathcart won the contest correctly identifying Mystery Aircraft #1 as a Boeing 747 which as a VC-25 sometimes flies with he call sign Air Force One. The aircraft in the photo sports a spectacular paint scheme with an aboriginal motif. She flies for QANTAS, the Australian airline.

Mystery Aircraft #2 was the Douglas DC-3, the first truly successful commercial passenger carrying aircraft. The pictured aircraft is a C-47, the military version nicknamed Skytrain. Note the navigator bubble behind the cockpit. She carries the livery of TAM, the *Transporte Aereo Militar*, of the Bolivian Air Force.

## NEW CONTEST

A prize will be awarded to the Cadet who provides the best answers to this week's contest. As usual, a short essay should accompany your answer so I can use it to break ties. Answers are due by Sunday midnight, 31 October.



Mystery Aircraft #1



Mystery Aircraft #2



Mystery Aircraft #3

This trio of Mystery Aircraft have a lot in common. They were all based at Groton before our Cadets were born. They were all manufactured by the same foreign company which named them after indigenous animals. A sample of Mystery Aircraft #1 may be found at the New England Air Museum. It was a popular bush plane as well as a military utility aircraft. The actual aircraft pictured

as #2 is also there.

This twin engine cargo plane, #2, could and did operate out of the parade field at Camp Rell. Both planes flew with the Connecticut Army National Guard.

The last picture is a quartet of planes from the Pilgrim Airlines fleet in the "tuttsey-fruitsey" paint which replaced their original green and white colors. Pilgrim was founded by Joe Fugere, a naval aviator at the old Waterford Airport. Fugere pioneered the use of STOL aircraft in regional airline service. Aircraft #3 went out of production in 1988. However, its utility is so prized that another company purchased its type certificate and the rights to manufacture it. Over a decade after it originally went out of production, it is once again rolling off the line.

## CURRENT EVENTS

*Not All Aviation Industry News is Bad!*

"Boeing Co. is considering increasing production of its 737 single-aisle jet to 40 a month from the present number of 31.5 per month. The company also foresees a rate of 38 aircraft per month by 2013. Increased production is accountable by some industry recovery from the recession and the need for more modern fuel efficient aircraft.

*Connecticut's Sikorsky Plans New Design*

Sikorsky has announced the S-97 Raider program to construct a high-speed scout and attack helicopter. The proposed design is a coaxial rotor, compound vehicle similar to the proof-of-concept X2 now flying. The craft will carry both a weapons and troop carrier, fly in excess of 200 kts, and capable of hovering out of ground effect at 6,000 ft in an ambient temperature of 95°F.



**UNCLE STEVE WANTS  
YOU . . . TO SELL  
FRUIT!**



The selling ends on Tuesday, November 3rd, and anticipated delivery will be around 10 December.

Cadets should turn in all money and invoices to SM Jennifer Hall. Officers should return their receipts to Maj Rocketto.



### **CITRUS FRUIT FUNDRAISER CRUISING**

Our annual fundraiser is underway. We are selling the same products as last year, 20 and 40 lb boxes of Florida navel oranges, pink grapefruit, and mixes. The prices remain the same: 20 lb boxes sell for \$25 and 40 lb boxes sell for \$35.

Juice oranges and tangelos are not available.

Here are some hints for selling. First emphasize the quality of the product and its low price. We will stand behind each case we sell and guarantee good fruit. Next, point out that a case of fruit makes an excellent gift during the holiday season. Finally, let them know that the refrigerated fruit will last for weeks so spoilage is not a problem.

You might extend your campaign by using social media or asking friends if they know people who might be interested. Members of social or sports clubs are potential clients.

Keep in mind that the financial health of our Squadron rests on a successful fruit sale so everyone is expected to do their part.



### **AVIATION HISTORY**

#### **THE WORLD SERIES AN OCTOBER CLASSIC**

World Series fever, the “October Classic,” is once again upon us. Let us revert back to the thrilling days of yesteryear and recall the first game of another World Series, played in the midst of a World War, and the singular event that occurred in Yankee Stadium on October 5<sup>th</sup>, 1943. The story, which was first published in the August/September, 1993 issue of *Air&Space Magazine* appears below by permission of the author.

#### **OUTFIELD FLY**

by  
Hap Rocketto



The 1943 World Series had all the hallmarks of a classic. In a rematch of the previous year's antagonists, the St. Louis Cardinals would attempt to repeat their resounding win over the New York Yankees. The 1942 Cardinals had not been given much of a chance against the New York powerhouse, but with the batting of rookie Stan Musial and the pitching of Johnny Beazley they defeated a team that had won six league championships in seven years.

But the nation's war effort was gobbling up manpower at a prodigious rate. No one knew who might be playing ball in 1944, or if there would even be a 1944 season. It looked as if this might be the last great series for the duration of the war, which is why the first game drew over 68,000 fans to Yankee Stadium.

As the teams took batting practice and the pitchers warmed up, four Army Air Forces B-17 bombers were droning toward New York City on their way to combat bases in England. At the navigator's station of *Thru Hel'en Hiwater* [42-39785], sat my uncle, Second Lieutenant Harold Rocketto of Brooklyn. Second Lieutenant Jack Watson was the pilot; the other bombers were piloted by Second Lieutenants Robert Sheets, Elmer Young, and Joseph Wheeler.



*Jack Watson Crew*

*(Back L-R) 2Lt Jack W. Watson (P), 2Lt John C. Doty, Jr. (CP)(POW), 2Lt Harold J. Rocketto (N) (KIA), 2Lt Vance Colvin(B)(KIA)*

*(Front L-R) Sgt William H. Fussner (RWG)(KIA), Sgt Fred H. Booth(BTG)(KIA), Sgt William H. Fussner (RWG)(KIA), Sgt Harry Romaniec (RO)(POW), Sgt Eugene R. Stewart (LWG)(POW), Sgt Samuel J. Rowland (E)(KIA)*

*Walla Walla, WA, 1943*



*A 303rd Bomb Group (Heavy), Hell's Angel's Insignia*

As Rocketto, a Brooklyn Dodgers fan, scanned the landscape trying to pick out boyhood haunts in the Bensonhurst section, the idle chatter on the intercom turned to the World Series. No one is sure what sparked the next move. Perhaps it was Rocketto's desire to seek revenge against the Yankees for their 1941 victory over the Dodgers. Then again, perhaps it was just the high spirits of young men facing a dangerous future. Whatever the reason, the fans at Yankee Stadium were about to be treated to an impromptu demonstration of the nation's bomber force.

As the aircraft crossed the Hudson River, the pilots headed for the Bronx and put the formation into a shallow dive. Picking up speed, the bombers thundered over Yankee Stadium in a low pass from home plate to center field. After they climbed out the B-17s wheeled about and circled the field while Watson returned for an encore. He cleared the upper-deck flagpoles by a mere 25 feet, prompting the Associated Press to later report that "an Army bomber roared over Yankee Stadium so low that Slat's Martin could have fielded it." Watson then rejoined the formation and headed east.

"We knew we were heading for a combat zone and dropping in on the World Series seemed like a good idea at the time," Wheeler told a reporter months later. "The announcers must have thought it was part of the show because after we went over the first time we could hear them on the plane radio talking about the big Air Force review. We figured they were enjoying it so we turned around and came over a second time. We thought nothing about it until later when we found we had caused a sensation."



*Nose Art of B-17G Flown by the Watson Crew*



*B-17 Departs the Old Yankee Stadium Over  
Outfield Facade*

New York Mayor Fiorello LaGuardia, a World War I Army pilot, was watching as the bombers swooped overhead. La Guardia initially appreciated the panache of the young men, but admiration quickly gave way to his greater duty as mayor. Outraged, he burned up the phone lines to the Army Air Forces brass. "That pilot should be properly disciplined, endangering the lives of the citizenry of New York in that manner," he fumed.

When they landed at Presque Isle Airfield in Maine, Watson and the three other pilots were confined to quarters while court martial proceedings were undertaken. They were released a few days later when the Army realized it was foolish to keep four badly needed aircraft and crews out of combat because of a youthful indiscretion. "Besides," a general told Watson, "you and your crew will probably be killed anyway."

Five days after the buzzing brouhaha the four aircraft continued their journey to England, each pilot's military record heavier by a letter of reprimand and his wallet lighter by a \$75 fine - no small sum to a second lieutenant back then.

Because of wartime news restrictions so tight that sports announcers were forbidden to comment on the weather lest the enemy pick up valuable intelligence, the buzzing incident went almost entirely unreported. The names of the crews were unknown to all but the authorities until three months later.

January 11, 1944, was one of the costliest days of air combat in history. Some 60 U.S. bombers were destroyed and more than 600 airmen were killed, wounded, or reported missing. On that terrible day, Watson, flying with the 303rd Bomb Group, single-handedly returned his badly shot-up and burning bomber to England. In a radio interview he brought up the stadium incident by voicing hope that the mayor of New York was not still sore at him. After hearing the interview, LaGuardia sent Watson a message: "All is forgiven. Congratulations. I hope you never run out of altitude. Happy landings. We'll be seeing you soon."

"Thank you, Mr. Mayor, and it can't be too soon for me." Watson replied, then added, "We'd sort of like to go back together some day and drop in on the Rose Bowl game."



*A B-17G, painted in the markings of the 303rd  
Bomb Group (H) and bearing the name Yankee  
Doodle II on display at the 8th AF Museum,  
Barksdale AFB, Louisiana.*



*Thunderbird, a B-17 bears the "red triangle C"  
which denotes it as part of the 8th Air Forces First  
Division, 41st Combat Wing, 303rd Bomb  
Squadron.*  
(Artist Unknown)