

Missions 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

18 DEC-USCGA PT Training
21 DEC-Squadron Party
20 DEC-Total Lunar Eclipse
30 DEC-No Meeting

For Future Planning

14 JAN, 2011-Juliet Long Aerospace Festival
15 FEB, 2011-Col Stidsen lecture on SAC Missile Silo operations.

TOTAL LUNAR ECLIPSE

The moon will be eclipsed by the earth's shadow on the night of 21 December (This is "Monday night."). The eclipse is scheduled to start at 0029 EST and will last for approximately 1.2 hours. The noticeable parts of the event will occur when the moon enters the earth's umbra or deepest part of the shadow. This will occur around 0100 EST.

CADET MEETING

14 November, 2010

The meeting commenced with a uniform inspection. The most common problem with cadets' blues was lint and hair on the pants and jacket. In the future, lint roller or some masking tape can be applied to the pants and jacket to pick up the hair, lint, and dust.

C/2Lts Wojtcuk and Flynn briefed the cadet contingent about the 2011 Basic Encampment, a week-long summer leadership camp for cadets, and answered questions concerning it. All cadets should seriously consider Encampment, as it is necessary for both the Mitchell Award and any out of state summer activities, such as a National Flight Academy or National Emergency Services Academy. Any questions may be emailed to C/2Lt Flynn.

Capt Wojtcuk held a Character Development forum. She talked about the U.S. Constitution, religion in the United States, and gathering your own information from primary sources.

1st Lt Owens brought in the CPR-First Aid cards. These were given to all cadets who participated in the class held in October at the East Haddam Fire Department.

SENIOR MEETING

14 November, 2010

Capt Noniewicz reported on the financial state of the Wing and the reduction in Air Force support for flying for the next two months. The officers attending discussed self financing for flight operations.

Capt Lintelmann and Maj Rocketto made a preliminary report on the success of the Annual Citrus Fruit Fun Raiser. A total of 286 cases of fruit were sold and profits are expected to be about \$3,000.

Kondratyev, and the European Space Agency's Paolo Nespoli to the International Space Station.

However, recent doubts have arisen about relying on Russia for launches due to a number of problems which have arisen with the Soyuz. A number of commercial companies are sensing an opportunity to capture business from the Russian in the near future.

Voyager I Nears Edge of Solar System

Voyager I, launched in 1977, is sending data to the Jet Propulsion Laboratory which indicates that it is nearing the outermost reaches of the Solar System.

The measurements which the spacecraft is taking of the solar wind indicate that the heliopause, regarded as the boundary of the Solar System has almost been reached. At the present time, Voyager I is 10.8 billion miles from the sun and traveling at 38,000 mph. After 33 flight years, Voyager I is on the verge of entering interstellar space.

GROUND OBSERVER CORPS REDUX **2nd Chance with New Clues**

Mystery Aircraft #1 was used during the War of Independence. Ironically, it is a Czech version of a famous World War II German aircraft. Its Hebrew name, *Sakin* (knife) is a word play on the name of the original German manufacturer. This aircraft type scored the first Israeli air to air kills, shooting down two Egyptian Dakotas.



Mystery Aircraft #1

Mystery Aircraft #2 is representative of the British period. This type was the only allied jet aircraft to see combat service in World War II. They were the first Israeli jet fighters. Think about the recent Geminid shower.



Mystery Aircraft #2

Mystery Aircraft #3 is a fighter made famous by the Israelis. She serves as a classic model for the aircraft of the French period of the *Heyl HaAvir* or Air Corps. Interestingly, the founder of the company, Marcel Bloch, was a French Jewish engineer and a pioneer of aeronautical industry in France. The mystery aircraft's name finds its roots in a French word relating to "looking" and its utilization in a desert county is most appropriate. During the Six Day War, this aircraft achieved air supremacy for the Israelis. The top jet ace in the world, Giora Epstein, accumulated 17 kills in this specific aircraft type and a variant. The plane displayed also bears the insignia of the Argentine Air Force (*Fuerza Aerea de Argentina*). She bears 13 kill symbols on the nose. When the Israelis phased out this type, they sold some of them to Argentina. Eventually, Argentina sold this historic aircraft back to Israel for one dollar and it is now displayed in the Israeli Air Force Museum at Hatzerim.



Mystery Aircraft #3

Mystery Aircraft #4 resulted from the fickle French embargo of military aircraft to Israel. DeGaulle's government, attempting to improve its standing with Muslim governments in the Middle East, refused to transfer 50 aircraft of the type represented by Mystery Aircraft #3 even though Israel had already paid for them. This led to an Israeli project to become self-sufficient in fighter aircraft.

Although the complicated process which led to the development of this aircraft is beyond the scope of this article, suffice to say that it involved an extraordinary espionage operation in which Israel obtained several boxcars of plans for the original variant of the aircraft from a Swiss engineer who worked for Sulzers. Israeli Aircraft Industries then modified the General Electric J-79 engine to fit the new aircraft and added canards and other aerodynamic modifications.

Note that the aircraft bears some surprising markings. Look carefully for an important clue which will lead you to the Israeli name. You will need to enlarge the picture.



Mystery Aircraft #4

Mystery Aircraft #5 is symbolic of the United States phase of Israeli aircraft procurement. The model shown in flight is a two seat trainer version of Heineman's "hot rod," one of which may be found at our own NEAM. Note the extended tailpipe, an Israeli modification which reduced the damage caused by heat seeking missiles. During the *Yom Kippur* War, the improved Egyptian air defense system accounted for about 50 of these ground attack aircraft.



Mystery Aircraft #5

Contestants: Write a paragraph about each of these aircraft, identifying them and providing interesting information. Do not bore the judge with trivial facts such as wing span. Be sure to use your own words. "Cut and paste" will lead to disqualification. Answers are due by midnight Sunday, 19 December.

DC-3 75th ANNIVERSARY
A TRIBUTE



Varig DC-3, Rio de Janeiro, Brazil

December 17 is a signal day in aviation history. On that date in 1903 Orville and Wilber Wright first successfully flew the first heavier than air aircraft on the windswept sand dunes of at Kill Devil Hill, Kitty Hawk, North Carolina.



Provincetown Boston Airlines at Provincetown



Missionair DC-3 flew humanitarian relief flights for Florida based charity.

Some would say that 32 years later was an event that was close to the first flight in significance for on December 17, 1935 the Douglas Aircraft Company first flew the iconic transport aircraft, the DC-3.

When production lines shut down in 1945 16,079 DC-3 had been built, 10,655 in various plants in the United States and, under license to Russia and Japan: 4937 Lisunov Li-2 and 487 Showa L2D Transports. The oldest surviving DC-3, N133D, was the sixth Douglas Sleeper Transport, built in 1935, and belongs to Georgia's Academy Airlines. Approximately 300 remain airworthy today.



Federal Aviation Agency Airways Check Aircraft

The DC-3's variants are commonly known as the C-47, R4D, C-53, C-117, or Dakota. The last is the British Commonwealth name-a clever acronym of **D**ouglas **A**ircraft **C**ompany **T**ransport **A**ircraft. Also called the Skytrain, the Skytrooper, and most often, fondly, as the Gooney Bird, they were found in every theater of World War II.



USMC R4D

During the Korean War, and in Viet Nam, they flew as a conventional transports, electronic reconnaissance, psychological warfare, and night attack aircraft. They were a mainstay during the early stages of "Operation Vittles", the Berlin Airlift. A Navy R4D, the *Que Sera Sera* was the first aircraft to land at the South Pole on Halloween 1956.



Que Sera Sera on Skis



C-53 Skytrooper, the troop transport version of the C-47 sports World War II invasion stripes.



Peruvian Air Force "Gooney" at Aeropuerto Rodriguez Ballon, Arequipa, Peru.

The DC-3 has a Connecticut connection. On February 24, 1969, while a crewman in a AC-47, severely wounded A/1c John L. Levitow, a Hartford native, picked himself and an activated and smoking magnesium flare, to the open cargo door of the aircraft which was in a tight banked turn. He tossed the flare out of the aircraft seconds before it ignited and saved the lives of the entire crew. Levitow returned to Connecticut and served in the Veterans Department until his untimely death at 55 from cancer.

AVIATION AND AEROSPACE HISTORY

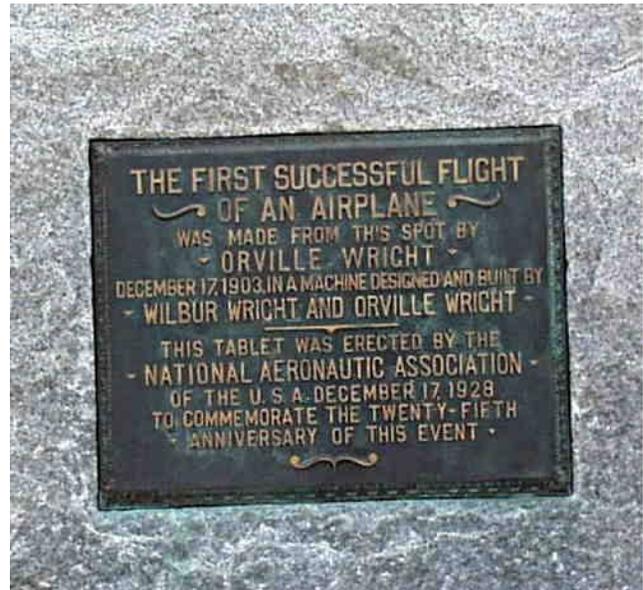
17 DEC, 1935-First Flight of the Douglas DST (Douglas Sleeper Transport), known as the DC-3 in its 21 commercial passenger version.

First Flight Day, 1903-Kitty Hawk, N.C.



Mini-Gun Mounts in AC-47 "Spooky"

For his actions Levitow was awarded the Congressional Medal of Honor. He was the only Air Force enlisted man to receive the Medal of Honor during Viet Nam and is also the youngest airman to ever to be so honored.



Memorial Stone-Kitty Hawk, North Carolina

The DC-3 served so well that it is a common saying in the aviation community that the only replacement for a DC-3 is another DC-3.

18 DEC, 1992- First Flight-McDonnell-Douglas MD-90

19 DEC, 1968-The Boeing Company receives its first order, from Israeli airline El Al, for a long-range version of the 747 Jumbo Jet.



El Al 747-400

20 DEC, 1954-The Convair YF-102A Delta Dagger makes its first flight at Edwards Air Force Base



Delta Dagger of Our Own "Flying Yankees"

21 DEC, 1982-Squadron 44, the last RAF V-bomber squadron, is disbanded.



AVRO Vulcan, the Last of the V-bombers

22 DEC, 1964-First Flight of the Lockheed SR-71A.



Blackbird on the Ramp

23 DEC, 1974 - The Rockwell B-1A Lancer makes its first flight at Edwards Air Force Base.



B-1A at Wright-Patterson AFB

24 DEC, 1984-Famous Freight Dog Kris Kringle home based at ninety degrees north latitude ramped checked by the Friendly Aviation Agency and found in violation of numerous FARs: overloaded aircraft, lung of one of his organic engines failed pressure test, flying in excess of 250 kts below 10,000 ft, inoperative nose light on Rudolph, and failing to carry a photographic identification card. Deliveries are late and, upon return to The Pole he is further reprimanded by his Director of Operations, Mrs. K.

25 DEC, 1981-United States Air Force Lieutenant Thomas Tiller is rescued out of the Atlantic Ocean after his F-4 Phantom crashed a week prior.

26 DEC, 1972-117 B-52D and B-52G Stratofortresses attack Hanoi in Operation Linebacker II, the largest air assault in the Vietnam War to this time.



B-52D at Warner-Robins AFB



B-52G in the Arizona Desert

27 DEC, 1949-US carriers American Airlines and TWA begin coast-to coast coach-class flights with 60-passenger DC-4s, charging US \$110 one-way.



Skymaster on the NASA Payroll

28 DEC, 1967-First Flight of the first production Hawker-Siddeley Harrier.



Hawker Harrier Hanging at Hendon

29 DEC, 1939-First Flight of the Consolidated XB-24 Liberator.



The B-24 was the most produced U.S. aircraft in WW II. This is a B-24J, formerly of the Indian Air force, now at the Pima Air Museum, Tucson.

30 DEC, 1939-First Flight of the prototype Ilyushin IL-2 Shturmovik. Over 38,000 were produced, the largest number of a single type of military aircraft ever produced.

31 DEC, 1926-The first Air Commerce Regulations by the Aeronautics Bureau of the Department of Commerce become effective. They cover aspects of licensing, registration of aircraft,