

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

#### For Future Planning

14 JAN-Juliet Long Aerospace Festival  
18 JAN-  
20 JAN-Thursday-Aviation Lecture-see article  
25 JAN-

15 FEB-Col Stidsen lecture on SAC Missile Silo operations.

### ERRATUM

In the article on the Navy's new electromagnetic catapult, the aircraft used in the test, an F/A-18 was mistakenly reported as an F/A-16. Col Doucette of Thames River and Attorney Bernie Steadman of Groton Hangar's Ye Anciente and Secret Oder of Quiet Birdmen reported the mistake.

### MEETING CANCELLED

The 11 January meeting was cancelled due to snow clearance problems.

### AEROSPACE FESTIVAL AT JULIET LONG

The annual festival is scheduled for the coming Friday, 14 January. Cadets who plan to participate should contact Maj Rocketto immediately. Plans will be distributed by email.

### AVIATION LECTURE AT MYSTIC MARINE MUSEUM

The Mystic Marine Museum will offer a video illustrated lecture about a remarkable flight into the high arctic of Canada. The following details have been extracted from the Marine Museum's publicity handout.

In the crisp afternoon of September 14, 2008, a small crowd gathered at Arrowhead Point on the northeast shore of Lake Washington. Bits of conversation and nervous laughter were punctuated with furtive glances to the sky, as friends and family strained for the comforting growl distinctive to the de Havilland Beaver. Presently, a faint buzz became a rumble, as two small dots above the northern shore morphed into Beavers N67DN and N2SF; after 12,000 miles through the Canadian Arctic, the Great Arctic Air Adventure was home.

Some forty-five days earlier, Seattle pilots Mark Schoening and Doug DeVries departed in an attempt to circumnavigate Canada via the famed Northwest Passage. The High Arctic, the Northwest Passage, de Havilland Beavers, and polar bears, could it get any better than this?

CANADIAN HISTORIAN Robert McGhee describes the Arctic as the "The Last Imaginary Place." In a world where Darwin's Galapagos

can be reached in a few hours and viewed from the comfort of a cruise liner, the relatively inaccessible Arctic remains an enigma. This is a place of no roads, no arable land, and no wood. The Arctic is unyielding – they soon learned that visitors must adapt. The simple task of fueling the thirsty Beavers entailed wrestling drums and jerry cans to the aircraft and pumping more than 1200 lbs. of fuel - by hand – usually in a driving rain. Four to eight hours later they'd be on their way.

Mark and Doug elected to fly the Beavers on “straight floats,” thus gaining access to thousands of remote Arctic lakes only reachable by floatplane or on foot. As romantic as this notion sounded, from a practical standpoint, all fuel and supply depots had to be water accessible, limiting the available resupply sites. The greedy Beavers would consume nearly 6,000 gallons of fuel through the trip, requiring fuel depots every few hundred miles. In addition, Beaver N67DN was specially outfitted with extended range fuel tanks in order to make the 8 hour round trip from Eureka to the Magnetic Pole – a quest not realized due to ice flows clogging the landing site in Eureka, a remote weather outpost at the eightieth parallel.

The venerable de Havilland Beaver seaplane, provided unique access to this unfamiliar place. From the sky, they observed the “big picture,” a mosaic of lakes and rolling tundra, punctuated by the occasional esker rising from the plain. On landing, their craft became a boat, gliding to the shore where they set their nightly camps. Once on the tundra, they experienced the other Arctic, an unexpected ecosystem teeming with life against impossible odds. A curious weasel popping up from the tundra like a jack-in-the-box, a pair of sik-siks scolding the intruders, a curious caribou wandering by to gawk at the visitors from the sky, a pair of regal Arctic swans floating in the distance, all part of a community of life thriving in an unlikely land.

The lecture will be offered twice, at 1330 and 1930 PM. Cost is \$14 for non-members, \$12 dollars for members, and \$5 for students. Major Rocketto, the Aerospace Education Officer at Thames River plans to attend the afternoon lecture and would enjoy the company of like minded "arm-chair" adventurers for lunch and lecture. Contact him at [srocketto@aquilasys.com](mailto:srocketto@aquilasys.com) if you are interested,

## CURRENT EVENTS

### *Charlotte Museum Wants 1549 Wreckage*

Flight 1549 may finally arrive at its scheduled stop in Charlotte, NC.

The Carolinas Aviation Museum in Charlotte announced that the Airbus A320 ditched in the Hudson River by pilots Chesley Sullenberger and Jeff Skiles two years ago would be put on display in its crash-damaged state as a tribute to the advances in aircraft technology that helped make the fatality-free landing possible. However, acquiring the wreckage, moving it, and setting up a display is not cheap and a fund raising drive will be initiated.

The museum plans to set up the aircraft in an exhibit which will have it "floating" semi-submerged in a simulated Hudson River. Sullenberger has already donated his uniform for the exhibit.

Donations to the transportation fund can be made directly to the Carolinas Aviation Museum at 704-906-8277 or can be mailed to the museum at 4672 First Flight Drive, Charlotte, N.C., 28208.



*Airbus 320 on the ramp at Wichita*

## GROUND OBSERVER CORPS REDUX ANSWERS TO LAST CONTEST

Major Booth Outlan, legal officer of GROUP 4, Tennessee Wing submitted a correct set of answers.

Cadet Timothy Chartier submitted the best set of answers from a TRCS Cadet and wins the prize. Here are his short descriptions of each aircraft with a different picture on each of them and additional information.

Cadet Bourque and C/2Lt Flynn also submitted answers. Some of **Cadet Bouque's comments appear in green** and some of **Cadet Flynn's comments are in blue**.

1. The Avia S-199 was a fighter aircraft built after World War II by the Avia Company, it was constructed with parts and plans left over from Luftwaffe aircraft production that had taken place under the country's German occupation during the war. **The planes were flown by 101 Squadron.**



*Another version of Messerschmidt's Bf 109 is this Bf-109 E-3 (Emil) reconstructed from a Spanish Hispano HA 1112. The colors represent the aircraft flown by Luftwaffe ace, Hans "Assi" Hahn as a member of JG 2 during the Battle of Britain. Hahn ended the war as a Russian POW but has accumulated 560 combat missions and 108 kills before being shot down. The aircraft was photographed in the old Champlain Fighter Museum in Arizona but has since been transferred to the Museum of Flight in Seattle.*

2. The Gloster Meteor was designed by George Carter, it first flew in 1943 and commenced operations on July 27, 1944 with the 616 Squadron of the Royal Air Force. **Its engine was designed by Frank Whittle.**



*The F.8 version of the Meteor in the RAF Museum, Hendon. The blue stripe with the yellow x's which flank the roundel indicate that this aircraft represents 609 Squadron, Royal Auxiliary Air Force.*

3. The Mirage III is a supersonic fighter aircraft designed in France by Dassault Aviation during the late 1950s. The Israeli Air Force purchased three models of the Mirage III 70 Mirage IIICJ single-seat fighters, received between April 1962 and July 1964, 2 Mirage IIIRJ single-seat photo-reconnaissance aircraft, received in March 1964, and 4 Mirage IIIBJ two-seat combat trainers, three received in 1966 and one in 1968. **Col Giora Epstein, the world's leading jet ace, scored eight of his 17 victories in a Mirage III.**



*This Mirage 3CJ carries large yellow triangles with thick black borders on its vertical stabilizer and wings. These were added to prevent "friendly fire" incidents since a number of Israel's Arab opponents flew versions of the Mirage.*

4. The Israel Aircraft Industries Kfir is an Israeli-built all-weather, multi-role combat aircraft based on a modified Dassault Mirage 5 airframe, with Israeli avionics and an Israeli-made version of the General Electric J79 turbojet engine. The Kfir entered service with the Israeli Air Force in 1975, the first units being assigned to the 101st "First Fighter" Squadron.



*This Kfir C-2 carries the 101 Squadron Markings, a rudder with oblique red and white stripes and the winged death head on the vertical stabilizer.*

5. The Douglas A-4 Skyhawk is a carrier-capable ground-attack aircraft designed for the United States Navy and United States Marine Corps. The Skyhawk was designed and produced by Douglas Aircraft Company, and later McDonnell Douglas. Skyhawks played key roles in the Vietnam War, the Yom Kippur War, and the Falklands War. Fifty years after the aircraft's first flight, some of the nearly 3,000 produced remain in service with several air arms around the world.



*NASA Skyhawk*



*This US Navy TA-4J from VC-8 sports East Bloc numerals and a "red star" since it was flown as an adversary aircraft in the Dissimilar Air Combat Training program. It now perches at the Glenn Martin Aviation Museum, Martin State Airport, Middle River, Maryland.*

**PUZZLEMASTER COMMENTARY ON THE MYSTERY AIRCRAFT WITH A DISCUSSION OF HOW THE CLUES MIGHT HAVE BEEN HELPFUL**

Mystery Aircraft #1 is the Avia S-199 Mezek (Mule), a Czechoslovakian version of the Messerschmidt Bf-109G. The Hebrew name, *Sakim* means 'knife' and it is a play on Messerschmidt which translates from the German as "knifsmith." It served during Israel's War of Independence. Twenty-five of these aircraft were purchased, dismantled and flown into Israel in Douglas DC-4 Skymasters and Curtiss C-46 Commandos. In Israel, they were reassembled and constituted the new state's first fighter squadron.

The Daimler-benz engines designed for the aircraft were destroyed in a warehouse fire in so the Czechoslovak manufacturers substituted a Junkers Jumo powerplant less powerful and less reliable than the original and an inefficient paddle bladed propellor,. The aircraft was nose heavy, had a narrow wheelbase and this aggravated the 109's tendency to groundloop.

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Mordecai (Moddy) Alon scored Israel's first two aerial victories, shooting down two Egyptian DC-3s which attacked Tel Aviv. Alon, a Palestine native, was a former flight lieutenant in the Royal Air Force who had flown Spitfires at the end of World War II. Ironically, he now found himself flying his old enemies aircraft, a Messerschmidt, and fighting against Egyptian and sometimes RAF Spitfires.

Mystery Aircraft #2 is a British Gloster F.8 Meteor. The clue which referenced "Geminids" was designed to point you to the name Meteor. Meteors were the only allied jet to see combat service in World War II. They were used to form Israel's first all jet squadron and two of them shot down an Egyptian Vampire in the first jet battle in the Middle East.

Mystery Aircraft #3 is a Dassault Mirage IIICJ Shahak (Sky). The clue refers to a French word meaning "looking" (*mir*) and an appropriate name for an aircraft in a desert country. The aircraft was combat proven in the Six Day War when it scored some 48 air-to-air kills. The statement that the aircraft was sold to the Argentines should have also helped determine its name. If you looked up the name "Marcel Bloch," you would have found that he changed it and his company name to Dassault to honor the *nom de guerre* used by his brother in World War II.

Mystery Aircraft #4 is an Israeli Aircraft Industry Kfir (Lion Cub). The Kfir is an unlicensed version of the Mirage and generally fitted with a Pratt and Whitney J-79 powerplant rather than the original French built Atar. If you blow up the original picture, you will see that this US labeled aircraft is labeled as an F-21A. Some twenty five of these aircraft were leased to the US Navy and the US Marines for Dissimilar Aircraft Combat Training. So called "Aggressor Squadrons" flew them against US fighters in order to allow our pilots to practice

attack and defense against aircraft of similar sizes and maneuvering capabilities of those flown by East Bloc nations.

Mystery Aircraft #5 is a Douglas TA-4J Skyhawk, known to the Israeli's as *Ayit* (Eagle). The clue naming this as "Heineman's Hot Rod" and stating that one is on display at the New England Air Museum should have made this a giveaway.

Israel was the largest export customer of this type and used it for ground attack. The TA-4, a two seat trainer version is shown in the picture. Note the extended tailpipe, an Israeli innovation, which moves the explosion of small heat seeking missiles further aft and saved a number of aircraft which would have been lost without this modification.

### **MYSTERY AIRCRAFT SUBMITTED BY CADET TIMOTHY CHARTIER**

#### ***SPECIAL NOTICE***

*ANY READER IS INVITED TO SUBMIT A SET OF ANSWERS TO THE CONTEST. SENIORS NEED ONLY IDENTIFY THE MAKE, MODEL, AND POPULAR NAME OF THE AIRCRAFT. CADETS WILL DO THE SAME AND SUPPLY A SHORT STATEMENT CONTAINING SOME INTERESTING FACTS ABOUT THE AIRCRAFT.*

*ONLY TRCS CADETS ARE ELIGIBLE FOR PRIZES. SENIORS WIN A MENTION IN THE COASTWATCHER AND A WEEK'S WORTH OF "BRAGGING RIGHTS."*

#### **THE NEW CONTEST**

As winner of the last contest, Cadet Chartier earns the right to submit the entries for the new contest. The entries and clues follow.

### MYSTERY AIRCRAFT #1



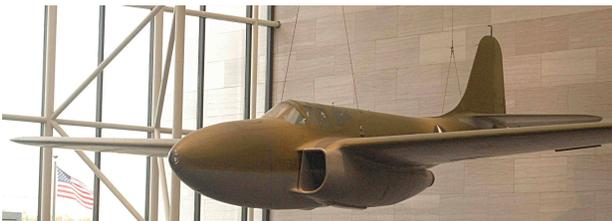
*The homely step-sister to the Spitfire, she was the real hero of the Battle of Britain.*

### MYSTERY AIRCRAFT #2



*This bomber, on the taxiway at GON, was the less glamorous sister of the Flying Fortress. Five Medals of Honor were won by crew members during Operation Tidal Wave, an attack on the Rumanian Oil Refineries at Ploesti. This particular aircraft flies for the Collings Foundation and has had at least three names.*

### MYSTERY AIRCRAFT #5



Now known for helicopters, this firm produced the first US jet aircraft which was equipped with a false wooden propeller during ground transit in order to disguise the true nature of its power plant.

### MYSTERY AIRCRAFT #3



*Photographed at El Alto Bolivia, 13,325 ft above sea level, the aircraft is the hard working sister of the famous Skytrain. Built by a firm named after the Wright Brother's greatest U.S. rival, she earned a name for itself flying "The Hump," the World War II aerial supply route from India to China over the Himalayan Mountains.*

### MYSTERY AIRCRAFT #4



*Poised on the Parade Ground Display at Lackland Air Force Base, this "'N" model is painted in the colors of ace Francis Gabreski's "D" model. Gabreski flew for the 8th Fighter Command in Europe and in Korea. The Westhampton Beach Airport, Suffolk County, Long Island, NY is named in his honor. The aircraft is the portly sister of the Mustang and the namesake of a current aircraft in the USAF inventory*