

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

11 OCT-TRCS Meeting-Commander's Call
15 OCT-CTWG Rocketry Contest
18 OCT-TRCS Meeting-CAPR 60-1/FAR 91
21-23 OCT-CTWG Conference
25 OCT -TRCS Meeting

ANNUAL CITRUS FRUIT FUNDRAISER



Members who have not picked up their sales packages should see Maj Rocketto as soon as possible. Eight cases have been sold by three members as of this date.

CADET MEETING NOTES

04 October, 2011

submitted by
C/Capt Brendan Flynn

The meeting opened with a drill session. Experienced cadets worked on drill test three, which includes columns, column of files, and close and open march. Cadet NCOs practiced calling commands. Newer cadets practiced basic drill.

Capt Wojtcuk talked to cadets about the October 15 rocketry competition. It will be held from 0900-1200 at Gadbois Farms in Salem. Go to <http://www.catorockets.org/salemlaunchsite.php> for directions.

Cadets were notified about the upcoming Coast Guard Aviation day at the AVCRAD and the Wing Conference, both on October 22. More information will be sent out soon.

Cadets finished rockets in preparation for the Commander's Cup rocketry contest.

Maj Rocketto went over rocketry judging criteria. He also reminded cadets bringing a historical rocket to write and bring a paragraph on why they picked their rocket and on its significance in history.

Maj Rocketto answered questions regarding the fruit sale. Checks must be made out to "TRCS-CAP". The sale ends November 8. Make sure forms are filled out neatly. The top carbon copy must be given to Maj Rocketto, and the two other copies serve as a receipt for the customer and a personal record.

Maj Bourque brought in cadet ball photograph CDs. Cadets who would like a copy may bring \$2 to the next meeting.

SENIOR MEETING

04 October, 2011

Capt Farley led a discussion on the FAA Wings Program and its new relationship with CAP. A report on the details of the Wings Program will be delivered at the next meeting by Jeremy Russell.

Maj Noniewicz announced that Maj Michael Heath is the new CTWG Emergency Services Officer and is planning on wing training for air crews, incident commanders, air operations, and ground operations personnel.

A recently viewed video of an F-16 pilot dead-sticking into Elizabeth City Airport developed into a detailed safety discussion on procedures in case of an engine out led by Maj Noniewicz. Capt Farley noted how although the aircraft was a single seat fighter, the pilot used his wingman and an air traffic controller as proxy crew members to assist in his safe recovery.

LtCol Bergey detailed the US Navy training which established his procedures for the emergency. Maj Rocketto related what he did one night when his single engine plane lost power, and Capt Farley summarized the heart of the issue: Standard procedures, good habits, and crew resource management all contribute to safe outcomes.

AEROSPACE CURRENT EVENTS

F-35B STARTS SHIPBOARD TESTS

The Lockheed Martin F-35B short take-off and vertical landing version of the Lightning made its first landing on the *USS Wasp*, an amphibious assault ship. Recent reports have rumored that the Navy has been considering abandoning the F-35 program and replacing it with some version of the Northrop-Grumman X-47B unmanned combat vehicle but this latest success of the F-35, which has had a troubled development, breathes new life into the program.

FUEL FROM VEGGIES!

Iberia Airlines has flown its first commercial flight using a biofuel. An Airbus A320 flew from Madrid to Barcelona using a 25/75 blend of biofuel and normal jet fuel. The biofuel, made by a subsidiary of Honeywell, is derived from the inedible camelina plant.

X-37B STILL ALOFT

The Boeing X-37B, a vertical launch, horizontal landing unmanned spacecraft has completed almost seven months in orbit. This is the second test flight of the vehicle whose mission and purposes are still shrouded in a cloak of secrecy.

BACK TO ITS ROOTS?

Members of the US House of Representative who sit on the committee charged with FAA appropriations indicate that FAA resources should be directed to aviation issues such as air traffic control improvements. An FAA proposal for a Commercial Spaceflight Technical Center and money for a five million dollar prize for developing low cost access to space were both denied in the latest version of the budget.

SPECIAL FEATURE

The "October Classic," the Worlds Series, is almost upon us and to celebrate, The Daedalean presents a special feature..

BASEBALL AND AVIATION

by
Hap Rocketto

"Mister, that boy couldn't hit the ground if he fell out of an airplane."

-Casey Stengel, Baseball Hall of Fame manager, commenting on the hitting skills of a rookie-

Baseball and aviation: both of these quintessentially American activities have European antecedents but, for all intents and

purposes, they are United States inventions. Baseball's birth is shrouded in the haze of mythology while aviation's history is well documented. On the eve of the Civil War both began to appear in the consciousness and the newspapers of the United States and have been intertwined ever since.

Sixteen New York area clubs formed the sport's first governing body, the National Association of Base Ball Players, in 1857. About the same time balloonist Thaddeus S.C. Lowe was working on plans for a transatlantic flight by balloon when they were ended by the Confederate bombardment of Fort Sumter, the act which touched off the Civil War. Lowe was in contact with President Abraham Lincoln. He demonstrated to him how valuable the balloon might be for military reconnaissance and was soon after appointed Chief Aeronaut of the Union Army Balloon Corps.

Lowe's demonstration for Lincoln took place on July 11, 1861 and, while he dangled 500 feet over the White House and telegraphed Lincoln a test message, it was more than likely that he also observed Union Army regulars and northern militia volunteers assigned to defend the Federal Capitol taking their leisure by playing at baseball.

On October 15, 1890. the third of seven sons was born to David and Ida Eisenhower in Denison, Texas. The young man entered West Point and tried out for the baseball team but did not make it. He would later say, "Not making the baseball team at West Point was one of the greatest disappointments of my life, maybe my greatest."

Eisenhower was issued private pilot's license number 95 by the Commonwealth of the Philippines concurrent with one, number 93258, from the United States Civil Aeronautics Authority on July 5, 1939. The day before the New York Yankees celebrated Lou Gehrig Day giving Gehrig gifts and retiring his uniform number. Gehrig is the first player in major league history to be so honored. When Eisenhower stood

on the Capitol steps on January 20, 1952 and took the oath of office he became the first United States President to hold a pilot's license.

President George H.W. Bush was born in 1924 the same year the Washington Senators won the World Series. As the 41st President, and the second to be a rated pilot, he would have a lot to do with senators. Bush joined the US Navy after graduating from Phillips Academy in 1942 and was designated a Naval Aviator on June 9, 1943, just three days short of his 19th birthday, making him the youngest to have that distinction to that date. After the war he entered Yale where he starred at first base, played in the collegiate World Series, met Babe Ruth, and captained the Yale baseball team.



Grumman TBM-3E Avenger painted in the colors of the aircraft which President George H.W. Bush flew in the Pacific in World War II. The name "Barbara" is visible just forward of the canopy.

Gene Autry, America's Singing Cowboy, was a private pilot who joined the Army Air Corps in 1942. As a Flight Officer he ferried fuel, ammunition, and arms in a C-47 Skytrain in the China-Burma-India Theater flying over the Himalayas, "The Hump." Autry had a great love for baseball, he played semi pro ball as a youth, and bought a controlling interest in the Anaheim Angels. Upon his death the team retired the number 26 in his honor. It is symbolic of being the 26th man on the 25 man roster.



"The Boston Boomerang," a Douglas C-47A bearing "invasion stripe" on display at the Airborne School, Fort Benning, Georgia. Note the mission marks indicating glider tows and parachute jumps.

Flight Officer Bill Atwood, of the Phillies, had 1,400 hours of flying time already under his belt as a civilian pilot and became a C-46 pilot stationed at Sookertang, India, flying "The Hump" with Ferry Command.



Hump Hero-the Curtiss C-46 Commando

Clarence "Soup" Campbell played for the Indians before enlisting in the USAAF. By 1945 he was a major and squadron executive officer with the 16th Bomb Group, 315th Bomb Wing of the 20th Air Force based at Northwest Field on Guam – a B-29 Superfortress unit flying bombing missions to Japan.



Joltin' Josie, the Pacific Pioneer, a B-29A on display at Lackland AFB, San Antonio, Texas

Claude Corbitt, who would play for the Dodgers and Reds after the war, earned his wings and commission and was assigned to Selman Field, the only complete navigation training station in the country, where cadets received their entire training ending with a commission and navigators wings without ever leaving the field.

Umpire August J "Augie" Donatelli was stationed in England with the 379th Bomb Group as a tail-gunner on a Boeing B-17 Flying Fortress. On March 4, 1944, during the first American raid on Berlin, his plane was shot down. While a POW, Donatelli began umpiring prison softball games.

Senator center fielder Elmer Gedeon earned his pilot's wings and a commission. Gedeon was the navigator in a North American B-25 Mitchell bomber which crashed on takeoff. Despite suffering three broken ribs, he managed to free himself and crawl from the wreckage. When he realized a crew mate was still inside, Gedeon, without hesitation, went back inside the burning plane and pulled him to safety. He was hospitalized for 12 weeks and awarded the Soldiers' Medal for his heroics.



The "Mitchell" is the only US military aircraft named after a person.

In July 1943, Gedeon began training on Martin B-26 Marauders, "The Widowmaker." Gedeon was the pilot of one of 30 Marauders assigned to bomb the German construction works at Bois d'Esquerdes. It was the group's thirteenth mission.

As they approached the target area, German anti-aircraft fire intensified and Gedeon's bomber was hit by flak and went down. Gedeon was reported missing in action, and it was not until May 1945 that his father, received word from his son's commanding officer that Elmer's grave had been located. Gedeon was returned to the United States and rests at Arlington National Cemetery.



Marauder at Fantasy of Flight, Florida

Captain Buddy Lewis, of the Senators, was a C-47 transport pilot, in the China-Burma-India Theater Lewis amassed 1,799 flying hours of which 611 were in combat during 392 missions in 18 months. He was awarded the Distinguished Flying Cross and Air Medal.

Phil Marchildon, of the Philadelphia Athletics, trained as an aerial gunner with the Royal Canadian Air Force and was later commissioned a pilot officer. As a tail-gunner in a Handley Page Halifax bomber, Marchildon flew night time missions that were treacherous and uncomfortable, in conditions that were so cold his guns would often freeze. On his 26th mission laying mines at Kiel-he was four missions away from going home-his plane was attacked and set ablaze by a German night fighter. Stranded in the icy water of the Baltic, he was eventually picked up by a Danish fishing boat and handed over to the Germans and became a POW until the war's end.



Boulton Paul Tail turret of the Halifax armed with four Browning .303 machine guns.

Bill McCahan of the Phillies received pilot's wings at Spence Field, Georgia on August 4, 1944 and later became a Boeing B-29 Superfortress test pilot at Maxwell Field, Alabama.



Major Bob Neighbors, who played for the Toledo Mud Hens, saw combat duty during the Korean War as a Douglas B-26B Invader pilot with the 13th Bomb Squadron of the 3rd Bomb Group. On August 8, 1952, during a night mission, Neighbors and his crew was reported missing in action after failing to return. The three man crew was never found.



B-26B Invader at the USAF Museum

Tom Saffell, minor league player, coach, and executive, trained as a fighter pilot and served in Europe with the 405th Fighter Squadron of the 371st Fighter Group. Saffell was a Republic P-47D Thunderbolt pilot. Between April 1944 and May 1945 he flew 61 combat missions from bases in France and Germany without a scratch, although he did prang a P-47 on May 21, 1945 at Karlsruhe, German



P-47D "Five by Five" on display at the USAF Museum once served with the Fuerza Aerea del Peru.

Robert E "Bert" Shepard was a member of the 55th Fighter Group. Shepard had already flown 33 missions in his Lockheed P-38J Lightning, and on May 21, opening day for the 55th Fighter Group baseball season, he volunteered for his 34th mission. His plane was hit by enemy flak, with shells tearing through his right leg and foot. Shepard was knocked unconscious and at 380mph the fighter plane crashed into the ground. Shepard was taken prisoner and his damaged right leg had to be amputated 11 inches below the knee.



P-38J at Udvar-Hazy Annex, National Air and Space Museum, Virginia

In February 1945, Shepard returned to the United States on a prisoner exchange, as determined as ever to continue with his baseball career. He met with Under Secretary of War, Robert Patterson who asked about his plans for the future, Shepard explained that he wanted to play baseball. Skeptical, but impressed, Patterson contacted Senators' owner, Clark Griffith, and asked him to take a look at the young pitcher. Shepard made his

only major league appearance with the Senators down 14-2 to the Red Sox. Shepard came in in relief and struck out the first batter he faced, pitching the remainder of the game and allowing just three hits, one walk and one run. He played in the minor leagues until 1954

Giant Bobby Thompson, who hit "The Shot Heard Around the World", off of Dodger Ralph Branca in the 1951 Dodger-Giant playoff game for the National League title, was in the Air Corps from 1943 through 1945 as a bombardier.

Red Sox left fielder Ted Williams served as a Marine pilot during World War II and the Korean War. Williams could have played baseball for the

Navy. Instead the "Splendid Splinter" served as a flight instructor at Naval Air Station Pensacola teaching young pilots to fly the F4U Corsair. He was on orders to a combat squadron when the war ended. He was recalled to active duty for service in the Korean War where he flew 39 combat missions in the Grumman F9F-5 Panther, ironic as his uniform number was also 9.



F9F-5 Panther at Pima A&S Museum. This aircraft bears the markings of VMF-311, Ted Williams squadron in Korea. Williams often flew as wingman for John Glenn.



The Corsair, Connecticut State Airplane, flown by both Red Sox Ted Williams and Yankee Jerry Coleman.

Jerry Coleman, Yankee second baseman, like Williams, was a Marine aviator who flew 120 combat missions and was awarded two Distinguished Flying Crosses. While he and Williams flew for the Marines in two wars, World War II and Korea, Coleman is the only Major League Baseball player to have seen combat in both.



Douglas SBD-2 Dauntless, an actual veteran of the Battle of Midway displays its unique dive brakes at the USN Museum at Pensacola. Jerry Coleman flew one of these during the Guadalcanal campaign.

William Brooks "Billy" Southworth Jr was the son of a Hall of Fame Cardinal's manager. Billy played in the minors for three years before joining the USAAF. Southworth served with the 427th Bomb Squadron, 303rd Bomb Group at Molesworth, England. His B-17, "Winning Run" and his practice of wearing a Cardinals' baseball cap, given to him by his father who managed the club, kept him in touch with his baseball roots.



"Yankee Doodle II," at Barksdale Air Force Base in Louisiana bears the red triangle C of the 303rd Bomb Group, Eighth Air Force.

By coincidence a B-17 from the 358th Bomb Squadron in the 303rd, piloted by 2LT Jack Watson and navigated by 2LT Harold Rocketto, had buzzed the 1943 World Series en route to England. Flying deep into Yankee Stadium the aircraft was so low that, according to the newspapers, Cardinal shortstop Slaty Marion could have fielded it.

President George W. Bush played baseball in prep school was managing general partner of the Texas Rangers from 1989-94 and maintained partial ownership of the club until 1998, two years before he was elected the 43rd president. Like his father before him he was a rated military pilot having earned his wings with the US Air Force and then flew F-102s with the 147th Fighter Interceptor Group of the Texas Air National Guard.



Convair F-102 Delta Dagger interceptor of the Connecticut Air National Guard is similar to what President George W. Bush flew with the Texas Air National Guard

There have been some rather unusual aviation/baseball events that have occurred such as in 1915 when Wilbert Robinson, manager of the Dodgers decided to try to set a record of sorts by catching a baseball dropped from an airplane being flown 525 feet overhead by aviatrix Ruth Law. She supposedly forgot to bring a baseball and instead dropped a grapefruit, which splattered all over the manager. Outfielder Casey Stengel, later a successful manager himself, is generally believed to have convinced Law to make the switch. From this point on Robinson referred to airplanes as fruit flies.

On September 17, 1935 Brooklyn Dodger outfielder Len Koenecke died aboard a small plane high over Toronto, Ontario, Canada. Released for “behavior and erratic play” in St. Louis, he left town by air, but was ordered off in Detroit because of intoxication. He then chartered a plane for a flight to Buffalo. The ballplayer began to play with the airplane controls, and would not stop when ordered. Koenecke and the co-pilot were soon fighting. The pilot grabbed a fire extinguisher and, while still flying the plane, struck Koenecke on the head. When they finally landed Koenecke was dead.

The 1955 Baseball World Series was seen live on television in Cuba for the first time using a DC-3 to relay the signal from Key West to Havana. Cuban baseball player, Edmundo “Sandy” Amorós, left fielder for the Dodgers, saved the game when, with the bases loaded, he caught a fly and turn it into a double play, getting the two outs needed to end the inning and winning the first and only World Series for Brooklyn.

Thomas Gastall, Baltimore Orioles catcher, was flying over Riviera Beach, Maryland in an Ercoupe on September 20, 1956. The last message received from the plane was that Gastall was trying to make an emergency crash landing into Chesapeake Bay. His body was found 5 days later.



Maj Rocketto in an Ercoupe 415-C on a ferry flight to Florida. The aircraft has no rudder pedals.

Ken Hubbs, Chicago Cubs second baseman and pilot, used poor judgment in continued a visual flying rules flight into adverse weather conditions near Provo, Utah on February 15, 1964 in a Cessna 172D. He and his passenger were killed in the ensuing crash.

Roberto Clemente, a Pittsburgh Pirate outfielder, was killed on New Year’s Eve 1972 when the Douglas DC-7C in which he was a passenger crashed after taking off after losing power in the No. 2 and 3 engines. Clemente was on a relief mission to deliver supplies for earthquake victims in Nicaragua. Clemente is the only member of the 3000th hit club with exactly 3,000 hits. He was voted into the Baseball Hall of Fame when the mandatory five-year waiting period after retirement was waived.



A DC-7, converted to fire bombing. Note the tank under the fuselage.

Thurman Munson was the first string catcher for the New York Yankees from 1970. He died in 1979 while practicing landings and takeoffs at the Akron-Canton, Ohio airport in his Cessna Citation. The airplane hit the ground 1000 feet short of the runway, and although two companions aboard did survive the Yankee catcher did not. Munson won the Rookie of the Year award in 1970, was voted the American League MVP in 1976, and on his way to becoming a member to the Hall of Fame. The New York Yankees have kept his locker as it was when he died as a memorial to the team captain.



A Cessna 501 Citation, the single pilot version of the 500 in which Munson was receiving instruction when he crashed.

On March 9, 1991 former baseball player Jim Hardin, who had been a pitcher for the Orioles, the Yankees, and the Braves, died when his Beech Debonair crashed in Key West, Florida. While in flight, the propeller of his aircraft failed from fatigue, and he lost control while performing an emergency landing.



Beech Model 35 C33A Debonair; a conventional tail version of the Bonanza.

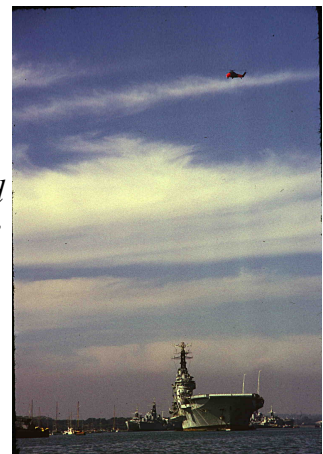
On October 11, 2001 Corey Lidle a New York Yankee pitcher crashed into the 20th floor of a 50 story residential building in east Manhattan.



Cirrus SR20, the type flown by Corey Lidle in his New York crash.

To conclude this piece on baseball one must go to Leroy Robert "Satchel" Paige, the sage of the baseball diamond, who is famous for his high heaters and his "Rules for Staying Young" one of which is: "Airplanes may kill you but they ain't likely to hurt you."

OUR CONTINUING TRIBUTE TO ROYAL NAVY FLEET AIR ARM AVIATION ON ITS 100TH ANNIVERSARY YEAR



HMS Albion at anchor with Westland Whirlwind, a license built Sikorsky S-55 overhead.



Westland HA57 Whirlwind



McDonnell FGR2 (F-4 Phantom II) equipped with Rolls-Royce Spey 202 engines.