

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

03 JAN-TRCS Meeting-Senior Planning  
04 JAN-Wing Commander's Call/CAC  
10 JAN-TRCS Meeting-TRCS Commander's Call  
17 JAN-TRCS Meeting-AE Brief-Rocketto  
18 JAN-Wing Staff Meeting  
24 JAN-TRCS Meeting-Air Photos-Doucette  
31 JAN-TRCS Meeting

04-05 FEB-Unit commander's Course Course  
07 FEB-TRCS Meeting-TRCS Commander's Call  
14 FEB-TRCS Meeting-Independent Work  
15 FEB-Wing Staff Meeting  
21 FEB-TRCS Meeting-Safety Down Day  
Dickinson/Hanke  
28 FEB-TRCS Meeting-Seniors/Table Top  
SAREX-Neilson  
Cadets/Movie Night at Fire House

10-11 MAR-Squadron Leader's Course  
21-22 APR-Corporate Leader's Course

### ERRATUM

The last issue of *The Coastwatcher* carried a mislabeled picture of the creator of the Maraschino Mouse. The Cadet who did the deed is C/Amn Timothy R. Chartier not C/SrA Andrew P. Cathcart.



The real creator of the Maraschino Mouse, Cadet Chartier and one of his mice.



The Cadet mistaken for the "Real Creator," Cadet Cathcart, speaking to Ms Joanna Doolittle Hoppes, granddaughter of Gen. James Doolittle.

## CADET MEETING MINUTES

03 January, 2012

The meeting began with a uniform inspection.

In a planning session, cadets were assigned to teach specific lessons throughout the year. Drug Demand Reduction classes were assigned to new cadet. Emergency Services classes will be taught by Major Bourque and the cadets qualified as skills evaluator trainers. Aerospace classes will be led by cadets with advanced knowledge in the field. Safety classes will be taught by cadet NCOs. Leadership discussions will be led by the cadet cadre

Cadets were informed that if they will be absent for a meeting, they must inform their flight sergeants.

Capt Wojtuck reminded cadets that the January 30 meeting, a fifth Tuesday, is a movie night to be held at the Poquonock Bridge Fire House at 13 fort Hill Road, Groton.

The following cadets received achievement awards for their work at the Great Start in November. C/Amn Trevor Sanders for being named Honor Cadet, C/SrA Barbara Paquin, the Honor NCO, and C/TSgt Jeffrey Bourque, C/CMSgt Brendan



Schultz, C/CMSgt Drew Daniels, and C/1stLt Alexis Wojtcuk for staff duties.

Capt Wojtcuk also received the achievement award for her contribution to Great Starts in November.

C/CMSgt Brendan Schultz received the Armstrong Award and the Red Service Ribbon. Award.



Cadet Alexis Wojtcuk, upon her completion of the administrative officer achievement, was promoted to First Lieutenant. Here awards were pinned on by her mother and father, Capt Robin Wojtcuk and SM Adam Wojtcuk.



*Cadet Sander, the third annual recipient of the Holiday Crown, displays it with panache. To his left, Chartier impersonator Cathcart smiles enigmatically. On his right, Cadet Paquin keeps a wary eye on both of them. To the rear, C/CMSgt Schultz hums "Send in the Clowns and considers a transfer to the French Foreign Legion."*

## DECEMBER O' FLIGHTS

The Squadron flew 12 Orientation Flight Sorties on three days: 27, 29, and 30 December. The 28 December flights were cancelled due to winds and turbulence.

Maj Noniewicz flew four sorties on the 27<sup>th</sup>, giving four front seat rides and six back seat rides.

Capt Farley flew 16 cadets in four sorties on the 29<sup>th</sup>. Four cadets practiced from the front seat and 12 flew in back.



*At the start of the flight, Cadet Johnstone checks the oil under the supervision of Capt Farley.*

On the 30<sup>th</sup>, LtCol Mode gave four front seat rides and two back seat rides.



*LtCol Mode makes a point about navigation to Cadets Trotochaud and Brouillard.*

The cadets participating were C/2<sup>nd</sup> Lt Wojtcuk and Cadets Welch, Sanders, Newland, Adcock, Johnstone, Trotochaud, Brouillard, and Bourque.



*At the end of the day, Cadet Adcock observes Cadet Meers practicing a tie down knot.*

## **FRUIT SALE FINALS**

The Annual Citrus Fruit Fund Raiser has realized a profit of over \$3500 from fruit sale and donations. We sold 303 cases.

The top cadet seller was C/CMSgt Brendan Schultz who tallied 30 cases and he was closely followed by C/TSgt Jeffrey Bourque who sold 27 cases.

Seniors were led by Maj Rocketto with 58 cases and LtCol Doucette with 21 cases.

These four members, 7% of the Squadron, accounted for 45% of all sales.

## **SENIOR MEETING MINUTES**

*03 January, 2012*

Maj Neilson briefed the squadron on the Strategic Operations Training Conference (STRATOPS). The conference will be held at Westover ARB on 27-29 January. The conference will examine issues involving coordination among the wings in the Northeast Region.

Capt Farley led the members in a discussion of training activities with emphasis on the first quarter of the year. A synopsis for January and February is included in the Coastwatcher schedule of coming events.

Maj de Andrade and Noniewicz detailed the nuances of the Tactical Risk Matrix which must be completed and submitted for every flight. A thorough review of a sample TRM was presented and an interactive TRM, suitable for inclusion in the report, has been supplied by Capt Farley.

Col Kinch emphasized the importance of showing progress in specialty tracks if an officer is assigned a squadron duty on the Personnel Authorization roster.

## **ACHTUNG SENIORS** **UCC, SLS and CLC PLANNING**

Squadron officers who need Unit Commander's Course, Squadron Leaders Course and Corporate Learning Course are reminded to reserve 04-05 February for UCC, 10-11 March for SLS and 21-22 April for CLC.

To enroll for the UCC, please submit a CAPF 17, with your commander's endorsement, to Wing Headquarters no later than January 20, 2012. Applications received after that date will be returned. Forms may be hand delivered or mailed to Wing Headquarters at P.O. Box 1233, Middletown, CT, 06457-1233. Please enclose a check for \$20.00 made payable to CTWG Civil Air Patrol, to cover course materials and refreshments.

## **AEROSPACE CURRENT EVENTS**

### *Grailing!*

Those familiar with Arthurian legend as related by Malory, Tennyson, or Indiana Jones will recall Percival's quest for the Holy Grail. NASA has inverted the quest. Instead of looking for The Grail, NASA has sent two grails looking!

After a complicated 3.5 month, 2.5 million mile voyage, two NASA spacecraft, the GRAIL probes have entered orbit around the moon. GRAIL is an acronym for Gravity Recovery and Interior Laboratory. The two probes, each about the size of a washing machine, will be repositioned in 34 mile high orbits to investigate the gravitational field of the moon. The moon's gravitational field is irregular, due to sub surface mass concentrations and the moon's and the moon's somewhat non-spherical shape. The data obtained should reveal details of the mass distribution which, in turn, will assist in understanding the processes which formed the moon.

## *Ancient Attic Pottery and Recent Re-entry Vehicles*

A collaboration of scientific organizations has been formed to study the methodology and technology used by Athenian potters circa 500 B.C. with the goal of using some of their discoveries to improve the ceramics used to provide thermal protection for reentering spacecraft and missiles. They are using specialized spectrometry methods to study the ferric and spinel (manganese-aluminum) oxides used in the ceramic pigments.

These chemical combinations are extremely long lasting, hence very tough and very stable at high temperatures and knowledge of them can assist in the development of new ceramics with useful properties capable of withstanding temperatures which range from -150 degrees Fahrenheit to 3000 degrees Fahrenheit.

## **AEROSPACE HISTORY**

*Aerospace History will no longer publish the day-by-day breakdown of significant events. In place of this feature, The Coastwatcher plans to highlight one weekly event or present a major monthly essay on the "Past Event of the Month"*

*Aerospace Historical Event of the Week*  
*07 January.*

### *THE FLIGHT OF THE QUESTION MARK*

General Carl A, "Tooey" Spaatz is featured as the central figure in two historical events which occurred in the first week of January. On January 5<sup>th</sup>, 1943, he was appointed Commander in Chief of Allied Air Forces in North Africa.

But he was involved in a pioneering record setting and flight which commenced on New Year's Day, 1929 and ended, just short of 151 hours later, on January 7<sup>th</sup>.



*Bust of General Carl A. Spaatz, Doolittle Gallery, MUSAF*

During the 1920s, aerial refueling of aircraft had possible military applications and various records were set for times aloft. When the Belgians established a new record of two and a half days, 2<sup>nd</sup> Lt. Elwood R. Quesada submitted a plan to Capt Ira C. Eaker who got it approved. Major Carl A. Spaatz was placed in command of the project.

The military transport version of the Fokker F.VII/3M, the C-2A was chosen. The Fokker was a trimotor monoplane powered by three 220 HP Wright J-5 engines. It had a wood spar wing covered by a plywood laminate and a steel tube fuselage covered by fabric.

The aircraft had been built by New Jersey's Atlantic Aircraft Corporation, a subsidiary of Fokker, a Dutch firm. It's two wing tanks could carry 192 gallons of fuel and two 150 gallon tanks were installed in the fuselage. A 45 gal oil tank could be refilled internally. Additional fuel would be transferred from tankers in flight via a hose which would be accessed by means of a hatch cut in the roof. Additional engine oil and rations could also be transferred. Catwalks extended from the fuselage to each wing mounted engine so they could be accessed in flight if maintenance was required.

The aircraft was named *The Question Mark* because any crew members, when queried about the length of the flight would always reply, "That is the question."

The two tankers were biplanes, modified Douglas C-1s which had been derived from the famous "World Cruiser" design. Two 150 gallon refueling tanks were installed in their fuselages. A 50 foot hose was used to make the connection. The hose operator would lower the hose to the Fokker and work the valve. He could also lower supplies with a rope.

The *Question Mark's* crew as commanded by Maj. Spaatz. Capt Ira Eaker, 1st Lt. Harry Halverson, and 2nd Lt. Elwood, all pilots would share flying responsibilities. The sole enlisted man aboard was Sgt Roy Hooe, a mechanic.



*Crew of The Question Mark  
Hooe-Quesada-Halverson-Eaker-Spaatz  
(photo:San Diego Air Museum)*

The tanker crews consisted of Capt. Ross Hoyt and Lts. Auby Strickland, Irwin Woodring, Odas Moon Joseph Hopkins, and Andrew Solter. Capt Hugh Elmendorf was logistics officer and ran ground operations.

The Army publicity office planned the takeoff for New Year's so that the aircraft could fly over the Rose Bowl in Pasadena where Georgia Tech was playing the University of California. The game became notable because Georgia won by one point

after California center Roy Riegels recovered a fumble and ran 65 yards the wrong way ultimately resulting in a two point safety for Georgia.

The mission commenced at 07:46 AM local time from Metropolitan Airport (now Van Nuys Airport) located in the San Fernando Valley section of Los Angeles. The course was a 110 mile oval between Los Angeles and Rockwell Field in San Diego.

Radios were not taken to save weight. A unique method was used to send messages to *The Question Mark*. A Boeing PW-9D was painted black and messages were chalked on the side. The first message was "Don't Forget Rose Bowl."

Problems developed and were solved. The air refueling system was only valved at the top. Spills occurred and the crewman operating the receiver end was bathed in fuel. Although they wore raincoats and goggles, the fuel could burn. The first victim of a spill was Spatz. He was drenched so he removed his clothes and swabbed his body with oil soaked rags to remove the caustic gasoline. He instructed Eaker that if he had to bail out to receive medical treatment, the mission would continue. Fortunately, the oil bath worked but his clothes were not wearable. On the next refueling, Spatz appeared naked, adorned only in his parachute and harness! Fresh clothes were resupplied in a later replenishment flight.



*Question Mark preparing to receive fuel from . Not the and reaching out from the hatch and the catwalks used to access the engines. Refueler #1 was based at Rockwell and crewed by Hoyt, Strickland, and Woodring.*

The fuel was supplied in two minutes at the rate of 75 gallons per minute. Sgt Hooe would then use a wobble pump to move the fuel from the fuselage tanks to the wing tanks. As *The Question Mark* gained weight, the 80 mph refueling airspeed was insufficient so they would toboggan, assuming a slight dive to keep up sufficient speed and avoid a stall. The maneuver is still used today by the air refuelers and their customers.

On the last day, the left engine failed. Sgt. Hooe, wearing a parachute and a safety line, went out on the catwalk and attempted to repair the engine. As it turns out, a pushrod had failed and it was not repairable. The remaining two engines, already strained by a week of constant operation, could not maintain the aircraft at cruise altitude so the decision was made to land. On February 7<sup>th</sup> at 2:06 PM, *The Question Mark* touched down at Metropolitan airport, 150 hours, 40 minutes, and 14 seconds after departure, a new record for sustained flight and an 11,000 mile distance record. She had been refueled in the air 37 times and been replenished with supplies on six occasions.

The participants in the flight were a remarkable group. Six became general officers. Spatz earned four stars and became the first Chief of Staff of the USAF and after retirement, commanded the Civil Air Patrol for a decade! Eaker earned high command in WWII and was raised to General after retirement. Quesada commanded the IX Tactical AF in Europe and retired as a Lieutenant General. He became the first Administrator of the Federal Aviation Administration.

Stickland, Hopkins, and Hoyt retired as brigadier generals. The Brig. Gen. Ross G. Hoyt Award is given annually to the best refueling crew in the USAF.

Col. Halverson led the HALPRO mission, the first bombing mission against Ploesti and arguably, the first US mission to bomb Europe.

Solter and Elmendorf were killed testing aircraft. An Alaskan airbase is named after Elmendorf.

Moon was a founding member of the Order of Daedalians, the military and professional organization of US military pilots. He was assigned to the Air Corps Tactical School at Maxwell Air Base and joined Harold George and Heywood Hansell in advocating for Billy Mitchell's bombardment theory.

Sgt Hooe completed a 30 year hitch and retired as a master sergeant. He was inducted into the Airlift/Tanker Hall of Fame and for a time, served as Chief of Police in his hometown of Charles Town, West Virginia. No doubt, the biceps which he developed in pumping 5,600 gallons of aviation gasoline and 245 gallons of lubricating oil while on board *The Question Mark* served his well during his service as the "strong right arm of the law."

The crew members of *The Question Mark* were all awarded Distinguished Flying Crosses for the achievement. The refueling crews were issued letters of commendation. Forty seven years later, the USAF awarded each of them the DFC. Only Hoyt and Hopkins were still alive to cherish the honor.

As for *The Question Mark*. In 1931, the ship was re-engined with Wright R-975s boosting its power by a third and was re-designated a C-7. In 1934, it was scrapped at Randolph Field, Texas.

This series of Fokkers are noteworthy for their contributions to aviation. In 1927, the C-2 *Bird of Paradise*, crewed by Air Corps pilots Lester Maitland and Albert Hegenberger made the first crossing from mainland United States to Hawaii.

That same year, Bert Acosta and Bernt Balchen piloted the C-2 *America* from Roosevelt Field, New York in an attempt to reach Paris with the first trans-Atlantic airmail. Navy Commander Richard Byrd commanded and navigated and Lt. George Noville was radio operator. The made it to Paris but heavy fog prevented landing so they turned westward and made a water landing 300 yards off the Normandy coast.

The Australian, Charles Kingford-Smith flew the modified C-2, *Southern Cross*, from San Francisco to Hawaii to Brisbane, the first such crossing of the Pacific. He was accompanied by co-pilot Charles Ulm and two Americans, navigator Harry Lyon and radio operator, James Warner. The *Southern Cross* is now on display at Brisbane International Airport.



*The Southern Cross* (photo by Fokker)

The Fokker in which Byrd and Floyd Bennet supposedly flew over the North Pole is preserved at the Henry Ford Museum in Dearborn, Michigan.



*The Josephine Ford*

Sadly, the Fokker tri-motor line came to a tragic end. In 1931, Transcontinental and Western Flight 599 crashed in the Flinthills Region of Kansas after shedding a wing. Famous Notre Dame football coach Knute Rockne was one of the passengers killed. The cause was attributed to failure of the laminated wing structure due to water leakage and ensuing wood rot. The age of the wooden winged transport aircraft had ended and the metal Boeing 247 and Douglas DC series opened a new chapter in commercial aviation.