

Missions for America  
*Semper vigilans!*  
*Semper volans!*



## The Coastwatcher

Newsletter of the Thames River Composite Squadron  
Connecticut Wing  
Civil Air Patrol

Tower Rd., Groton, CT  
<http://ct075.org>

S. Rocketto, Editor  
srocketto@aquilasys.com

C/Maj Brendan Flynn, Foreign Correspondent  
C/2Lt Brendan Schultz, Printer's Devil  
C/1Lt Daniels, Printer's Devil

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### *SCHEDULE OF COMING EVENTS*

15 SEP-Advanced Communications Course  
15 SEP-CTWG Rifle Tournament  
16 SEP-WWI Day at Olde Rhinebeck

21-23 SEP-USAF Compliance Inspection  
29 SEP-Wings Over Westerly 1000-1500

10-11 OCT-NER A/S Education Academy  
12-14 CT-NER Conference  
20 OCT-Commander's Cup Rocket Competition  
03 NOV-Basic Communications Course  
10 NOV-CTWG Conference-Cromwell

### SQUADRON HATS AND T-SHIRTS

A fresh supply of hats and shirts are now available from the squadron haberdashery. Hats are \$10 and shirts are \$13. Contact Maj Noniewicz if you wish to make a purchase.

### CADET MEETING MINUTES

Cadet Brendan Schultz received his Mitchell Award and was promoted to C/2Lt in ceremonies at the squadron.

C/2Lt Schultz joined CAP at the age of 12 and has served in a number of positions within Thames River. In 2011, Schultz received a Commander's Commendation for his outstanding performance as a mess officer during the summer encampment. His current plans are to complete the Rocketry Program and earn the Ground Team Member 3 certification.



*Cadet Schultz prepares for his first glider flight at Springfield, Vermont.*

Outside of CAP, Brendan is a member of the East Lyme High School concert and marching bands, engages in cross country and track, and serves as a volunteer with Habitat for Humanity.

Maj Noniewicz served master of ceremonies. Maj Bourque presented a brief history of the cadet program and Maj Rocketto offered remarks on the life of Billy Mitchell.

Maj Neilson discussed the nature of leadership and pointed out that not only does a good leader take care of his people but also trusts them to accomplish their assigned missions.

Representative Ed Jutila of the 37<sup>th</sup> District presented Brendan with a citation issued by the Connecticut State General Assembly. He noted the importance of the role of parents in guiding their children and opined that whenever he sees youth such as Brendan or those receiving their Eagle Scout badges or junior fire department

volunteers, his faith in the future of the Republic is renewed.

*Rep. Jutila congratulates Brendan on his achievement.*



Brendan's parents then attached the cadet second lieutenant epaulettes to his shoulder straps.



*Col Valleau looks on as Brendan receives his new insignia.*

LtCol Matthew Valleau, CTWG Vice Commander noted that only 15% of all CAP cadets earn the Mitchell award but cautioned Brendan that “it only gets harder for here.”

A proclamation from the First Selectman Paul Formica and the Town of East Lyme was read by Col Kinch.

The ceremonies concluded with refreshments.

### **FLIGHT TRAINING**

*19 August, 2012*

Majs Noniewicz and Rocketto and Capt Lintelmann traveled to Brainard to conduct mission training. The scenario involved a shoreline beach patrol looking for signs of distress near the mouth of the Connecticut River. A small party was found with some beached kayaks. A signal was drawn in the sand and attempts were made to use a signal mirror to alert the aircraft.

### **SENIOR MEETING MINUTES**

*07 August, 2012*

*Commander's Call*

*submitted by*

*Maj Paul Noniewicz*

The schedule for the upcoming Mitchell was reviewed.

AP training or SAR training requests were solicited.

new safety regulations were explained. If a safety briefing has not been attended by a member within the past 30 days, all ES qualifications on their 101 card will be removed until safety currency is re-established.

Some of our pilots left to attend an FAA Safety Team meeting on runway incursions.

Majs Noniewicz and Neilson met with a representative of the AOPA. The AOPA's officials are meeting with interested parties and discussing methods to foster interest in general aviation.

*21 August, 2012*

Senior members attended the ceremony celebrating Cadet Brendan Schultz's promotion and acceptance of the Mitchell award.

After the ceremony, Maj Noniewicz instructed Capt Lintelmann and Maj Rocketto in the nuances of RoboGeo, the system used to attach data to aerial photographs.

### **RIFLE SAFETY AND MARKSMANSHIP EVENT #5**

Six cadets from Northwest Hill and four from Thames River participated in the fifth session of the season. Each cadet had the opportunity

to fire in eight different relays consisting of 25 rounds each, a total of 200 shots.. Preliminary results indicate that all cadets qualified at the Pro-Marksman level, five cadets qualified as Marksman, and five qualified as Marksman First Class.



(photo by David Meers)

LtCol Hull, and Lts Puglio and Welch who led the Northwest Hill cadets and SM Meers from Thames River provided scoring and logistics support.

Coaching was led by Quaker Hill Junior Rifle Club coach Mark Wujtecwicz assisted by Thames River Cadets, all expert riflemen, C/Maj Brandon Flynn, C/1Lt Drew Daniels, and C/TSgt Barbara Paquin. Major Rocketto directs the program.

Equipment, targets, and range time were donated by the Quaker Hill Rod and Gun Club. Ammunition was contributed by the Connecticut chapter of The Friends of the NRA.

The Second CTWG Rifle Tournament will be held at Quaker Hill on Saturday, 15 September. Prizes will be awarded to winners in the individual and team events.

## **AEROSPACE CURRENT EVENTS**

### *Snowbirds to Retire CT-117 Tutor*

For four decades, the Canadian Forces jet aerobatic team have flown the Canadair CT-117 tutor in mass formations. The retirement plans are unclear and no replacement aircraft has been chosen.

The sub-sonic and relatively low powered Tutors are impressive to watch as they fly formations of up to nine aircraft. Most of their maneuvers are relatively close to the spectators as compared to a Thunderbird or Blue Angel performance. Much less altitude in exchanged in vertical maneuvers and turns can be tighter.



Budgetary restrictions will slow the turnover and the Tutor may have up to seven more years but the end is in sight.

## **AVIATION HISTORY**

### *Trimotors Revisited*

Capt Petry commented on the last edition's review of trimotor aircraft and wondered why the Junker Ju 52/3m did not appear. Affectionately know to the Luftwaffe as *Tante Ju* (Auntie Ju), the aircraft was a mainstay of their World War II airlift efforts and served with a number of airlines and bush plane operators.

Originally designed as a single engine aircraft, the design was seriously underpowered so it was upgraded, originally with Pratt&Whitney power plants. Interestingly, the Fokker F.VII/3m trimotor also started out with a single engine.

The only Ju 52 flying which was built by Junkers showed up at the last Pratt & Whitney airshow many years ago. It is now employed by Deutsche Lufthansa and carries its original registration D-AQUI



The aircraft was previously owned by the aviation author Martin Caidin and flew under the name "Iron Annie.)

The rest of the Junkers in this article were all licensed built in Spain by *Construcciones Aeronáuticas SA*, now part of Airbus. They carry the designation CASA 352

The USAF Museum in Dayton has a CASA/Ju 52. The first photograph shows it in its Spanish Air Force colors. The aircraft has been repainted in Luftwaffe markings. The wide angle photo clearly shows the wing's full length control surfaces, the outboard sections operating as both ailerons and flaps.



*The Fighter Factory in Pungo, Virginia and carries the livery of '52s employed in the invasion of Crete*



As mentioned earlier, both the Ju 52 and the Fokker F.VIII started out as single engine aircraft and were modified.



*Here is the Fokker F.VII/1m on display at the Western Canada Aviation*

*Museum in Winnipeg.*



*Another Lufthansa marked '52 is on display at the Udvar-Hazy Annex at Dulles.*

The Henry Ford Museum in Dearborn has two trimotors which made famous or infamous flights. The Fokker F.VII/3m, named Josephine Ford, flown by Navy Chief Aviation Pilot Floyd Bennett and navigated by Richard Byrd lays claim to be the first aircraft over the North Pole.

This claim has been challenged and many aviation authorities dispute that the Josephine Ford actually made it to the pole. If so, the honor belongs to the semi-rigid-airship *Norge*



*The Josephine Ford, named after Edsel Ford's daughter, is graphically displayed in a diorama showing it on skis surrounded by expedition members, equipment, and supplies.*

The second trimotor at the Ford Museum is the Floyd Bennett, a Ford 4-AT, piloted by Bernt Balchen, accompanied by Byrd and two other crewmen, did make the first flight over the South Pole. The aircraft was named in honor of Bennett who contracted pneumonia and died during an attempt to rescue the crew of the *Bremen* who were stranded on Greely Island in the arctic's Franz Joseph Land archipelago.



Other notable Ford's ought be mentioned. Island Airways operated a scheduled route from Keller Field, Port Clinton, Ohio, to the Bass Island group in Lake Erie using Fords. One of them is seen in Island Airway livery in a hangar. It was sold to Capt. Al Chaney who modified the paint slightly and used it to barnstorm. It was sold to Florida

aviation museum operator Kermit Weeks but was damaged by Hurricane Andrew. Weeks is having it reconstructed for use at his Fantasy of Flight museum.



The US Navy flew the Ford designated as the RR-5 and has an example on display at the National Museum of Naval Aviation, Pensacola.



You may have noted the corrugated aluminum or duralumin skin of the Fokkers and Fords. The corrugations add strength to the relatively flat fuselage surfaces.

Filling column space requires *The Coastwatcher* to search out some more three-holers from the files.

When McDonnell acquired Douglas, they upgraded the basic DC-10 into the MD-11.



The Dassault Falcon 50 is one of a trio of Dassault three engine business jets which include the Falcon 7X and the Falcon 900.



Finally, another three engined helicopter: the Augusta-Westland AW-101 (originally EH-101) Merlin which in its proposed civil guise was known as the Heliliner. The Canadians call it the CH-149 Cormorant.



This was the aircraft proposed by the USMC as the new presidential aircraft, the Lockheed-Martin VH71 Kestrel. The Canadians bought nine of them to use as spare parts for their Cormorants.

### *Fairchild Planes in the Canadian Bush*

Sherman Fairchild was a classic aviation entrepreneur who made his mark in both aircraft and air photo systems. Many of his rugged workhorse designs ended up as bush planes in Canada. Here are a few examples.



*Fairchild Kr-34*



*Fairchild FC-2W-2*



*Fairchild F-11 Husky*