

Missions for America
Semper vigilans!
Semper volans!



The Coastwatcher

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

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<http://ct075.org>

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SCHEDULE OF COMING EVENTS

03 NOV-Basic Communications Course
10 NOV-CTWG Conference-Cromwell
13 NOV-Fruit Sale Ends
17 NOV-Commander's Cup Rocket Contest
18 DEC-Annual Squadron Holiday Party
25 DEC & 01 JAN-No Meetings

FRUIT SALE DEADLINE **TWO WEEKS LEFT**

All squadron members selling fruit should hand in all order forms and receipts on 06 November, two weeks away. If any additional sales are made after 06 November, they must be handed in on election night, **13 November**.

NO ORDERS CAN BE ACCEPTED AFTER THIS DATE. REPEAT, NO ORDERS CAN BE ACCEPTED AFTER THIS DATE.

SUPPORT THE CITRUS FRUIT SALE



**I WANT YOU
TO FIGHT SCURVY**

**SELL ORANGES
AND GRAPEFRUIT**

CADET MEETING MINUTES

30 October, 2012
Cancelled due to weather.

SENIOR MEETING MINUTES

30 October, 2012
Cancelled due to weather.

FLYNN'S FLIGHT FANTASTIC



C/Maj Brendan Flynn and Designated Flight Examiner Royal Griffin at conclusion of successful flight test.

C/Maj Brendan Flynn earned his private pilot certificate on Saturday, 27 October, after an oral examination and practical flight test out of Brainard with Royal Griffin, FAA designated examiner. Brendan had 60 hours logged when he climbed into 978CP for the flight test.



Flynn preps aircraft as deAndrade checks paperwork.

Flynn started his flying career in the CAP Orientation Flight Program and earned his solo wings with Col William Moran, at one of CAP's summer National Flight Academy in Maine in 2011. Following NFA, he worked with Maj John deAndrade, a CAP instructor pilot. Progress was slow due to aircraft availability issues, weather, and a 2012 summer in Australia with the International Air Cadet Exchange Program. Maj Keith Neilson assisted with a pre-exam check ride and Maj Rocketto ran some ground school training.



Planes run on 100LL but pilots need a different carbohydrate and aqua pura to keep motoring. A nearby Piper provides shade.

Brendan is home schooled and is looking forward to his last year of high school. His goal is admission as a cadet to the US Coast Guard Academy.



Brendan, in an IACE uniform, encumbered by flight impedimenta, puts 44L to bed.

USCG AVIATION DAY

United States Coast Guard Aviation Day started early for Thames River Composite Squadron. Major Bourque and Lt Gardner reporting at 0900 to hear Capt. Daniel Burbank, USCG (ret.) talk about his third and last space flight during which he spent aboard the International Space Station. During the 163 day mission, Burbank and his crew mates performed a record number of scientific experiments and made a number of upgrades to station structure, equipment, and software.



Astronaut Burbank, Maj Bourque and Lt Gardner

At 0930, Bourque, Maj Noniewicz and Rocketto, Capt Wojtuck, SMs Meers and Wojtcuk, and Cadets Powell, Johnstone, Ketcham, Trotochaud, Meers and Ray reported for duty at Groton-New London Airport. They handled parking, gate admissions, and ramp escort duties and promoted the CAP program with display boards, briefings, and individual conversations with visitors. Packets containing aviation information, giveaways, AOPA literature, and CAP literature were provided by the Ms Catherine Young, manager of the airport and were passed out to every young person who attended.





Capsters greet visitors our two displays.



The loneliness of the solitary traffic director.

A CAP Cessna 182 was on display and Maj Noniewicz and Capt Wojtcuk explained features of the aircraft and its role in CAP activities.



Capt Wojtcuk explains CAP to a group of Girl Scouts.

Two Coastguard cadets learn about our SAR equipment from Maj Noniewicz.



On a rotating basis, TRCS personnel were freed to visit the USCG aviation assets and displays. The Coast Guard had three aircraft on static display, the new CASA/EADS HC-144A Ocean Sentry and two helicopters, a Sikorsky MH-60J Jayhawk, and

the Aerospatiale MH-65D Dolphin. A Dassault HU-25 Guardian also appeared making a low pass along runway 05. Visitors and or cadets spoke to the crews and were allowed to closely inspect all of the aircraft.



The static display line-C182, Dolphin, Jayhawk, and Ocean Sentry



A Coast Guard Pilot briefs Cadets Johnstone and Meers about the unusual Fenestron tail rotor on the Dolphin.



Maj Rocketto points out features of the HC-144A's Westinghouse engine to Cadet Trotochaud.



Cadet Trotochaud tries out the Captain's seat in the Ocean Sentry.

The USCG International Ice Patrol, based in New London, provided a clever demonstration of the RMS Titanic sinking. A model of the ship, in a tank with a simulated iceberg, filled with water, went down by the head, and broke apart as it plummeted to the bottom of the tank.



Our colleagues from the USCG Auxiliary also attended. One familiar face was former CTWG Commander Peter Jenkins, now serving with the Coast Guard Auxiliary. Members of TRCS and the CGA exchanged ideas and discussed our various missions.



Jenkins, Noniewicz, and two CGA members pause for a picture.

Sandwiches, chips, and drinks were provided by the the Black Pilots Association, Flight Officer Connie Nappier Chapter and hamburgers, hotdogs, and salads were offered by the Coast Guard.

AEROSPACE CURRENT EVENTS

Six on ISS

On Thursday, last, NASA's Kevin Ford and two Russian Cosmonauts boarded the International Space Station from their Soyuz TMA-06M delivery vehicle. They are scheduled for a five month mission. The mission will consist of science experiments and periodic maintenance of the facility.

Drones and Civil Liberties

Studies and legislative hearings are engaged in investigating and discussing the use of drone aircraft by public law enforcement departments and private groups. The primary concern is the violation of privacy by surveillance carried out by the new technology.

Currently, unmanned aerial surveillance vehicles are limited in use due to federal airspace regulations which strictly limit the airspace and conditions under which they may be flown.

The thrust of the reasoning is that if drones should be utilized by law enforcement, they only ought be deployed after a search warrant is issued by reason that there is probable cause of a crime being committed. Fourth Amendment protection is not trumped by the technology.

USAF Plans Further X-51A Test

The hypersonic X-51A Waverider will be prepared for another test flight scheduled for sometime in 2013. Investigations are still underway about the August crash and suspicion centers on random vibration which caused a

control fin to deploy prematurely.



Waverider And Booster Mounted on B-52 Launch Vehicle

(USAF Photo/Chad Bellay)

The unmanned vehicle, built by Boeing, is powered by a Pratt & Whitney SJY61 supersonic combustion ram jet (scramjet) and approaches Mach 6 top speed. A Pratt engineer, explaining the design difficulties, said that keeping the engine burning at hypersonic speed is akin to trying to keep a candle lit in a hurricane!

AEROSPACE HISTORY

B-17 Buzz Job of Yankee Stadium

THE WORLD SERIES **AN OCTOBER CLASSIC**

World Series fever, the “October Classic,” is once again upon us. Let us revert back to the thrilling days of yesteryear and recall the first game of another World Series, played in the midst of a World War, and the singular event that occurred in Yankee Stadium on October 5th, 1943. The story, which was first published in the August/September, 1993 issue of *Air&Space Magazine* appears below by permission of the author.

OUTFIELD FLY

by
Hap Rocketto

The 1943 World Series had all the hallmarks of a classic. In a rematch of the previous year's antagonists, the St. Louis Cardinals would attempt to repeat their resounding win over the New York Yankees. The 1942 Cardinals had not been given much of a chance against the New York powerhouse, but with the batting of rookie Stan Musial and the pitching of Johnny Beazley they defeated a team that had won six league championships in seven years.

But the nation's war effort was gobbling up manpower at a prodigious rate. No one knew who might be playing ball in 1944, or if there would even be a 1944 season. It looked as if this might be the last great series for the duration of the war, which is why the first game drew over 68,000 fans to Yankee Stadium.

As the teams took batting practice and the pitchers warmed up, four Army Air Forces B-17 bombers were droning toward New York City on their way to combat bases in England. At the navigator's station of *Thru Hel'en Hi'water* [42-39785], sat my uncle, Second Lieutenant Harold Rocketto of Brooklyn. Second Lieutenant Jack Watson was the pilot. the other bombers were piloted by Second Lieutenants Robert Sheets, Elmer Young, and Joseph Wheeler.

As Rocketto, a Brooklyn Dodgers fan, scanned the landscape trying to pick out boyhood haunts in the Bensonhurst section, the idle chatter on the intercom turned to the World Series. No one is sure what sparked the next move. Perhaps it was Rocketto's desire to seek revenge against the Yankees for their 1941 victory over the Dodgers. Then again, perhaps it was just the high spirits of young men facing a dangerous future. Whatever the reason, the fans at Yankee Stadium were about to be treated to an impromptu demonstration of the nation's bomber force.



Jack Watson Crew

(Back L-R) 2Lt Jack W. Watson (P), 2Lt John C. Doty, Jr. (CP)(POW), 2Lt Harold J. Rocketto (N) (KIA), 2Lt Vance Colvin(B)(KIA)

(Front L-R) Sgt William H. Fussner (RWG)(KIA), Sgt Fred H. Booth(BTG)(KIA), Sgt William H. Fussner (RWG)(KIA), Sgt Harry Romaniec (RO) (POW), Sgt Eugene R. Stewart (LWG)(POW), Sgt Samuel J. Rowland (E)(KIA)

Walla Walla, WA, 1943

(303rd BG Photo)

As the aircraft crossed the Hudson River, the pilots headed for the Bronx and put the formation into a shallow dive. Picking up speed, the bombers thundered over Yankee Stadium in a low pass from home plate to center field. After they climbed out the B-17s wheeled about and circled the field while Watson returned for an encore. He cleared the upper-deck flagpoles by a mere 25 feet, prompting the Associated Press to later report that "an Army bomber roared over Yankee Stadium so low that Slat's Martin could have fielded it." Watson then rejoined the formation and headed east.

"We knew we were heading for a combat zone and dropping in on the World Series seemed like a good idea at the time," Wheeler told a reporter months later. "The announcers must have thought it was part of the show because after we went over the first time we could hear them on the plane radio talking about the big Air Force review. We figured they were enjoying it so we turned around and came over a second time. We thought nothing about it until later when we found we had caused a sensation."



B-17 Departs Yankee Stadium Over Outfield Facade

New York Mayor Fiorello LaGuardia, a World War I Army pilot, was watching as the bombers swooped overhead. La Guardia initially appreciated the panache of the young men, but admiration quickly gave way to his greater duty as mayor. Outraged, he burned up the phone lines to the Army Air Forces brass. "That pilot should be properly disciplined, endangering the lives of the citizenry of New York in that manner," he fumed.

When they landed at Presque Isle Airfield in Maine, Watson and the three other pilots were confined to quarters while court martial proceedings were undertaken. They were released a few days later when the Army realized it was foolish to keep four badly needed aircraft and crews out of combat because of a youthful indiscretion. "Besides," a general told Watson, "you and your crew will probably be killed anyway."

Five days after the buzzing brouhaha the four aircraft continued their journey to England, each pilot's military record heavier by a letter of reprimand and his wallet lighter by a \$75 fine - no small sum to a second lieutenant back then.

Because of wartime news restrictions so tight that sports announcers were forbidden to comment on the weather lest the enemy pick up valuable intelligence, the buzzing incident went almost entirely unreported. The names of the crews were unknown to all but the authorities until three months later.

January 11, 1944, was one of the costliest days of air combat in history. Some 60 U.S. bombers were destroyed and more than 600 airmen were killed, wounded, or reported missing. On that terrible day. Watson, flying with the 303rd Bomb Group, single-handedly returned his badly shot-up and burning bomber to England. In a radio interview he brought up the stadium incident by voicing hope that the mayor of New York was not still sore at him. After hearing the interview, LaGuardia sent Watson a message: "All is forgiven. Congratulations. I hope you never run out of altitude. Happy landings. We'll be seeing you soon."

"Thank you, Mr. Mayor, and it can't be too soon for me." Watson replied, then added, "We'd sort of like to go back together some day and drop in on the Rose Bowl game."

HURRICANE HUNTING AIRCRAFT

Lt. Col Joseph Duckworth, an early USAAF advocate of instrument flight, took a North American AT-6 Texan into a Gulf Coast hurricane on 27 July, 1933. He was accompanied by Lt. Ralph O'Hair, a navigator. He then flew a second flight with a meteorological officer, Lt. William Jones-Burdick. The proximate cause of the flight was a bet with some RAF officers stationed in Texas as to the possibility of such a flight! Hurricane hunting was born.

Both the Air Force and the Navy flew missions into Atlantic hurricanes and Pacific typhoons from around 1945 but the Navy ceased their operations in 1978. At the present time, the USAF 53rd Reconnaissance Squadron out of Keesler AFB, Mississippi flies the Lockheed WC-130J Hercules into the storms and NOAA's Flight Operations in Miami operate a Lockheed WP-3D Orion and a Gulfstream G-IV SP.



The WC-130J of the Air Force Hurricane Hunters
(USAF Photo)



NOAA's WP-3D Orions are named Miss Piggy and Kermit. Who says that the Department of Commerce has no sense of humor?



National Oceanographic and Atmospheric Administration Gulfstream G-IV SP

Past aircraft included the Martin PBM Mariner and WB-37 Canberra, the Douglas A-10 Havoc, the Boeing B-17 Flying Fortress, and the Consolidated B-24 Liberator and PB4Y-2 Privateer. When the aircraft and methodology were more or less standardized, the following aircraft were adopted by the Navy: Lockheed's P2V Neptune and the WC-121N Super Constellation, also known as the WV-2 Warning Star.

The Air Force flew a series of Boeing products: the WB-29 and WB-50 Superfortresses, the WB-47 Stratofortress and finally settled on the Lockheed Hercules series.

Damage and casualties ensued and at least six aircraft and crews were lost, one in the Atlantic and five in the Pacific.

The first loss occurred in the South China Sea when a PB4Y-2 and its seven crewmen disappeared on 01 October, 1945.

The next loss occurred on 26 October, 1952 when a WB-29 named *Typhoon Goon II*. Its radar altimeter failed and they attempted penetration using pressure altimetry only. Typhoon Wilma claimed the ten crewmen.



WB-29 Typhoon Goon II

(photo credit: Arthur R. "Ray" Brashear-Air Reconnaissance Weather Association)

On 16 December, 1952, a Navy PB4Y-2S went down in Typhoon Doris with the loss of nine men. Three other aircraft dispatched to search for the missing plane also crashed costing 39 more lives!



The PB4Y-2S Lost in Typhoon Doris

(from a painting by Robert Morris-USS Whitehurst DE-634 Website)

The only Atlantic loss was Snowcloud 5, a Navy P2V which disappeared while investigating Hurricane Janet on 26 September, 1955. Nine navy men and two media representatives were on board.



The ill-fated Neptune, Snowcloud 5

(photo credit: Hurricanehunters.com website)

The Air Force lost A WB-50 and ten men in Typhoon Ophelia on 15 January, 1958.



WB-50D at Castle AFB Museum

The only Hercules lost was Swan 38, a WC-130H which went down on 12 October, 1974 in Typhoon Bess costing six men their lives.



Swan 38 (USAF Photo)