

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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### *SCHEDULE OF COMING EVENTS*

18 DEC-Annual Squadron Holiday Party  
25 DEC & 01 JAN-No Meetings  
27 DEC-TRCS O Flights  
28 DEC-TRCS O Flights  
08 JAN-TRCS Meeting  
15 JAN-TRCS Meeting-Sr. Camera Training  
19 JAN-CTWG SAREX  
22 JAN-TRCS Meeting  
29 JAN-TRCS Meeting

### CADET MEETING MINUTES

*11 December, 2012*

Reported by  
C/2Lt Brendan Schultz

Drill was conducted on the airport parking lot.

C/A1C Benitez conducted a DDR session.

C/SrA Johnstone offered a safety briefing.

C/1stLt Daniels described the National Cadet Summer Activities Program.

Flight time concluded the meeting.

### SENIOR MEETING MINUTES

*11 December, 2012*

*Commander's Call*

Lt Dickenson delivered a Safety Briefing on holiday lighting, smoke alarms, and flu prevention. Maj Marlene Welch discussed the annual dissemination of the Millstone safety information booklet with reference to warning sirens, informational broadcasts, and evacuation routes.

Introductory Communications Training plans were discussed. A squadron goal is to achieve 100% completion for all members involved in emergency services. Maj Rocketto will establish a training program plan and schedule.

Capt Lintelmann provided information about the current state of squadron finances.

### DOUCETTE RECIEVES COMMANDER'S COMMENDATION



*Col  
Doucette in  
his  
"planning  
mode."*

LtCol Richard Doucette was presented with a CTWG Commander's Commendation Award for outstanding duty performance between 01 October, 2011 and 30 September, 2012. Col Doucette was cited for his leadership in planning the Long Island Sound Patrols and his liaison work with the United States Coast Guard, Sector Long Island Sound.

### AEROSPACE CURRENT EVENTS

#### *X-37B OTV-1 Launched on Second Orbital Flight*

Tuesday, the 11<sup>th</sup> marked the third space flight of the USAF's unmanned and mysterious X-37B. The craft launched has already accomplished one flight lasting seven months. A sister ship completed a 15 month mission.

Speculation about the purposes of these missions seems to center on its use as a testbed for a variety of sensors.



*The Boeing X-37B vehicles under test. The shuttle-like configuration weighs in at around five tons and about 30 feet in length with about a 15 foot wingspan. (USAF Photo)*

#### *GRUMMAN WILDCAT RECOVERED FROM LAKE MICHIGAN*

Salvage crews have raised a Grumman FM-2 Wildcat from the depths of Lake Michigan on Friday, the 7<sup>th</sup> of December. In 1944, the aircraft crashed when its engine failed on take-off. The

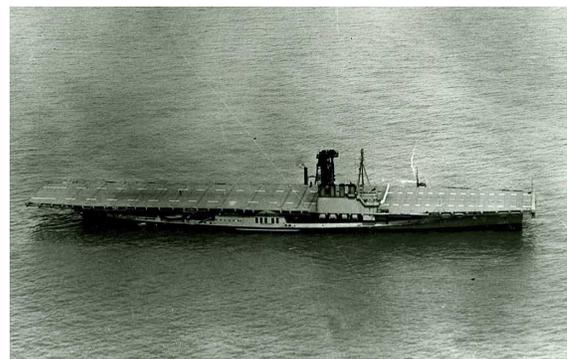
pilot survived.

There have been at least 100 crashes of military aircraft into the lake during World War II training. Two side-wheel excursion boats were converted into training carriers. They had no facilities for storage or maintenance but were used by land-based training squadrons out of NAS Glenview for practice take-off and landings. Each evening, the vessels would return to Chicago's Navy Pier.



*FM-2 with cowling removed bears the markings of the USS Ranger and the Confederate Air Force.*

The two ships, USS Wolverine (IX-64) and USS Sable (IX-81) were both coal burners and about 25 years old when converted for their wartime service. The Wildcat, a Grumman design, was actually manufactured by General Motors since the Grumman production facilities were used to manufacture later models such as the Hellcat.



*USS Wolverine-Note the four stacks-The paddle-wheels, roughly midship, are masked by a facade on the hull.*

The aircraft is being shipped to the Navy's aviation museum in Pensacola for preservation and restoration.

## AEROSPACE HISTORY

### *Defunct Airlines*

Anyone who has been around aviation long enough is familiar with the advice that if you want to make a million dollars in aviation, start with ten million. The glamor of the airline industry has attracted many including such figures as the legendary and notorious Howard Hughes and currently, the entrepreneur, Richard Branson. Hughes's TWA is long gone and Branson's Virgin Atlantic is in financial trouble. Here are two aircraft displaying the liveries of their long-gone lines.

### *Eastern Airlines*



*The Mid-Atlantic Air Museum possesses a Martin 4-0-4 in the livery of Eastern Airlines.*

Eastern could trace its history back to Pitcairn Airlines in 1926. It then passed into the corporate hands of General Motors and in 1938, Capt. Eddie Rickenbacker took a controlling interest and developed EAL, headquartered in Miami, into one of the nation's premier airlines.

Eastern developed the concept of the shuttle and ran regular bi-hourly runs from New York to Boston and Washington with fares of \$10.95 and \$12.75. No reservations were required and there was no reserved seating.

Other notable figures who were part of the EAL family were a legendary airline pilot, Dick Merrill and astronaut Frank Borman.

Sadly, deregulation, fuel costs, labor problems and mismanagement forced EAL into bankruptcy in 1991.

### *Pan American*



*Pan Am's Jet Clipper Morning Star, A Boeing 707-321B taxis to the ramp.*

Pan American was conceived in 1927 in a convoluted plan to thwart the expansion of German controlled Columbian airline SCADTA from landing rights in the Panama Canal Zone. None other than two Air Corps majors, Hap Arnold and Tooey Spaatz were principals in the scheme.

Juan Terry Trippe, a WWI naval aviator, Yalie (Skull and Bones, no less), and well connected and ruthless entrepreneur controlled PanAm for four decades. He led the airline industry in pioneering trans-oceanic passenger flights using Sikorsky, Martin, and Boeing flying boats. Trippe also is credited with the idea of tourist class and the request to Boeing which led to the 747.

Trippe swallowed up his competitor or drove them out of business in his obsession to have PanAm be the "chosen instrument," of the United States for international air transport.

Notable aircrew who flew with PanAm included Ed Musick, Fred Noonan, Charlie Blair, and Gene Roddenberry. Charles Lindbergh served as an advisor.

PanAm ceased operations in 1991. the same year as Eastern Airlines. Contributing factors were its lack of a domestic flight network, high fuel prices, overextended finances due to capital expenditures, a depressed business atmosphere, and a management which could not cope with the rapid changes faced by the industry.