

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*

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

### ANNUAL SQUADRON PARTY

Cadets and officers assembled for the year ending holiday party. Capt Wojtcuk served as event leader. An overflowing cornucopia of delicious treats were organized by Cadet Sponsor Emily Ray. Main dishes included German pork roast, road kill chili, pigs in a blanket, and sweet and sour meatballs. Sides ranged from Scotch eggs to different types of casseroles to salads and

mac&cheese. Chips and dips were in abundance. The table overflowed with sweets and soft drinks, nuts, fruit salads, and candy. A sumptuous repast and no one left hungry.

Squadron Commander Noniewicz awarded Certificates of Appreciation to 2ndLt Bob Looney for his unremitting maintenance efforts, Senior Member Constance Bourque and Cadet Sponsor Emily Ray for support of the cadet contingent, and Cadet Sponsor Adam Wojtuck and Major Stephen Rocketto for continuous efforts on behalf of the squadron.

*Bourque and Ray  
Display Their  
Certificates*



*Fire Marshal  
Wojtuck and Maj  
Noniewicz pose in  
front of our virtual  
fireplace which had  
no virtual chestnuts  
roasting.*

Capt Wojtcuk surprised the assembly when she announced that the holiday trivia contest was passé. The new contest was a collection of events testing the flexibility and coordination, of the contests. Maj Rocketto was observed slinking away and hiding in what was once a trailer lavatory, knowing that flexibility and coordination were not his forté and miffed that his weeklong efforts memorizing the names of reindeer, chipmunks, Dickens denizens, and Wise Men from the East had been rendered useless. Game after game followed, one upon the other pairing contestants. Mini candy canes had to be lifted from the table using candy cane hooks suspended by strings from one's mouth. Gift wrapping was contested while the competitors wore blindfolds. Rolls or wrapping

ribbon, laid on the floor had to be raised up by flailing ones arms in a circular motion so as to cause the ribbon to wind around them. Another event required the victims to hold a fuzzy ball attached to a string in their mouths and using a twist of the head, cause it to attach to an adhesive material on their noses. Some much energy was consumed that a second rush was m made to the food table to refuel. And so it went! A somewhat different holiday party but enjoyed by all.



*The Wrapping Game*



*The Catch the Ball on the Nose Game*



*Flailing the Arms Game*

*(All Party Photos by Maj Roy Bourque)*

## AEROSPACE CURRENT EVENTS

### ***GRAIL SATELLITES DELIBERATELY IMPACT MOON***

NASA de-orbited the two GRAIL (Gravity Recovery and Interior Laboratory) satellites, named Ebb and Flow, and allowed them to crash. The satellites, used to determine the gravitational field of the moon. The data allows for a more complete understanding of the moon's lithosphere; its composition and developmental processes. The satellites, fling in formation, were running low on fuel so NASA decided to end the mission and deliberately chose a site near the Moon's north pole.

### ***F-16 PRODUCTION LIVES ON!***



Lockheed Martin's Fort Worth plant was scheduled to end production of the F-16 in 2013 but new export orders will keep the line open until 2016. The latest orders are destined for the Middle East nations of Egypt, Oman, and Iraq.

Since 1975, over 4,500 F-16s have been delivered to over two dozen nations and more orders are anticipated. Taiwan is seeking more and Rumania and Bulgaria have expressed interest.

## **AEROSPACE HISTORY**

### ***SANTA ESCAPES FAA SANCTIONS BY MEANS OF FAR 91.3***

The Colorado Springs Sears department store placed an advertisement from Santa Claus in a local newspaper on December 24, 1955 which read, "Hey, Kiddies! Call me direct and be sure and dial the correct number." However, the number was printed incorrectly in the advertisement and rang into the Continental Air Defense Command (CONAD) Operations Center in Colorado Springs, operations center.

Colonel Harry Shoup, who was the senior officer on duty, told his staff to give any child that called in a "current location" for Santa Claus. A tradition, which continues to this day, began.

However, this Christmas story is not all sugar plums and fairies. It seem that on Christmas Eve 1956 an overzealous and humorless Civil Aeronautics Administration inspector, Arnold Grinch, called CONAD and determined the Santa would be stopping at his local airport in Des Moines to water his reindeer and take a pit stop. Let's face it, all that milk, cocoa, the occasional Coke, and the even rarer, but very welcome, dram of single malt weighed heavily on the old man's bladder.

As the Jolly Old Elf was adjusting his clothing as he exited the men's room this officious bureaucrat ramped checked him.

Grinch checked Kris Kringle's and the sleigh's paperwork. Kringle was cited for not completing a weight and balance form, having only one operational navigation light-the port one, which was also positioned incorrectly on his forward engine, and flying well over gross, Kringle was delayed for several hours while he offloaded an undetermined amount of toys from his bottomless bag, redistributed what was left, and completed a new weight and balance form.

When news reached Washington Grinch was transferred from Des Moines to the Naughty List and The Jolly Old Elf was required to explain his actions, in writing, to the Administrator.

The subsequent CAA investigation cleared Kris Kringle under what is now known as Paragraph 91.3 of FAA regulations: "Responsibility and authority of the pilot in command" which states, in part, that the pilot in command may deviate from any rule but shall, upon the request of the Administrator, send a written report of that deviation to the Administrator.

This rule has unofficially been named after Kringle becoming known to pilots far and wide as the FAA Sanity Clause.

### ***DEFUNCT AIRLINES***

This section is a continuation of our series on defunct airlines.

#### ***TWA***

In 1930, Transcontinental Air Transport (TAT) and Western Airlines merged to form Transcontinental and Western Air (T&WA) Airlines. The ubiquitous Charles Lindbergh was a TAT advisor and their 36 h our coast to coast service was known as "The Lindbergh Route."

Operating out of Kansas City, the airline met with a major disaster when one of their Fokker F.10s had a structural failure and the well known Notre Dame football coach Knute Rockne was killed. The failure was traced to the wooden wing of the Fokker and the airline attempted to replace them with the new metal Boeing 247s but Boeing's production was devoted to supplying aircraft to rival United Air Lines. T&WA appealed to Donald and Douglas met the challenge with the piston powered DC series, the pinnacle of which was the extraordinary DC-3.

The airmail contract scandal of 1934 forced a dissolution of T&WA and Transcontinental. Lehmann Brothers and John D. Hertz, Jr., founder of Yellow Cab and the eponymous auto rental company operated the line with the TWA designator.

Five years later, Howard Hughes started to

acquire shares of TWA until he gained controlling interest. One of his first decisions was to push the development of the Lockheed Constellations series, a graceful aircraft which was in itself, a symbol of TWA. Pushing route development, TWA eventually broke Pan Am's monopoly on international flights and became known as Trans World Airlines.

TWA followed Pan Am's lead and got into the hotel business and moved to an all jet fleet. At point in time, it was the third largest airline in the world in terms of route miles.



*Boeing 747*



*Lockheed 1011*

Ultimately, circumstances combined to bring about the airlines downfall. TWA had no presence in the Pacific and deigned to ignore the potentials in air cargo. The airline was became independent of its parent corporation, suffered cash flow problems, and became the victim of a succession of corporate raiders. Three bankruptcies followed. In 2001, what remained of the once proud TWA was absorbed by American Airlines.

### ***Pilgrim Airlines***

Southeast Connecticut's Pilgrim Airlines was founded by Joseph M. Fugere, a US naval aviator at the Waterford Airport. The company flew

Beech 18s and and Piper aircraft as an air taxi service for customers such as Electric Boat.

As the business grew, Fugere moved the operation to Trumbull Airport in Groton and pioneered the concept of the regional airlines when Pilgrim became the first to introduce the DeHavilland of Canada. DHC-6 Twin Otter into scheduled service.



*N125PM, a DHC-6-100 at GON now employed in the Western US as a jump aircraft.*

Over time, the route structure expanded until flights covered destinations ranging from Washington to Toronto and Ottawa and Montreal. The faithful "Twatters" were eventually replaced by Beechcraft 1900's reinforced by Beech 99s, a Fokker F-27 and F-28, and even a Beech Volpar conversion, a fleet of over two dozen aircraft. The owned but never operated the only Conroy Super Turbo Three ever built. It was parked when a taxiing L-100 Hercules put a wing through the cockpit, essentially destroying the aircraft.



*Rumor has it that the Pilgrim Volpar, a conversion of the Beech 18, was a former Air American aircraft however, this cannot be substantiated after a search of the Beech and Volpar construction number records.*

The Pilgrim crew, base, and administrative

roster included an extraordinary cast of characters, many of whom went on to achieve success in the airline industry.



*Pilgrim's F-28, here at JFK, was one of the first jets introduced to regional airline fleets. The classic "Pilgrim Hat" logo was replaced by the "tutsi fruitsi" motif.*

In 1981, Pilgrim acquired New Haven Airways (NewAir) but in 1982, sold his interests to Business Express which eventually became the first Delta Connection carrier and ultimately ended up with American Eagle!



*One aircraft still flies with Pilgrim colors. Formerly the Pilgrim hack, the Piper PA-24 Comanche is based at WST.*

Fugere retired to his farm and operated an aircraft brokerage service. He went west in 2001.

### *Guyana Airways*

And speaking of Twin Otters, Guyana Airways, founded in 1973 enjoyed 28 years of operation in Guyana, a small nation on the northeast coast of South America. The company made its headquarters in Georgetown, Guyana, formerly British Guiana, the country achieving

independence in 1966. Guyana Airways provided much needed internal transport and served international routes as well. The airline never owned any aircraft of its own, all were leased. Due to restrictions on foreign exchange, the company was unable to maintain its fleet and meet payments on leases which led to insolvency.



*Guyana Airways Twin Otter at Cheddi Jagan International Airport, Temehri, Guyana*

### *TAN-SAHSA*

This short-lived airline formed when *Transportes Aéreos Nacionales* (TAN) joined forces with *Servicio Aéreo de Honduras, Sociedad Anonima* (SAHSA). They operated out of Toncontin International Airport in Tegucigalpa, Honduras.

The president of Honduras owned the airline and fUS flag carriers were forbidden to operate there until he was relieved of his official duties by the military in a *golpe de estado* brought on by a bribery scandal involving United Fruit which came to be known as "Bananagate."

Operating as TAN-SAHSA between 1990 and 1991, the name reverted to TAN until the airline folded in 1994 after a number of crashes and allegations of, would you believe, corruption.



*TAN-SAHSA Boeing 737 at the loading gate*