

Missions for America
Semper vigilans!
Semper volans!



The Coastwatcher

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

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SCHEDULE OF COMING EVENTS

05-06 OCT-CTWG Corporate Leadership Course
07 OCT-Hovercraft Construction
08 OCT-TRCS/Blues and Promotions
09-10 OCT-CTWG Unit Commander's Course
12 OCT-Groton Fall Festival-Poquonnock Park
15 OCT-TRCS Meeting
19 OCT-CTWG Field Trip-Intrepid Museum
22 OCT-TRCS Meeting
26-27 OCT-TLC Course-Camp Niantic
29 OCT-TRCS Meeting

CADET MEETING

01 October, 2013

by

C/SSgt Justin Ketcham

PT was conducted at Poquonnock Plains Park. All cadets passed.

Lt. Ray informed cadets that the government shutdown means there will be no O-Flights.

C/MSgt Johnstone, substituting for the absent C/A1C Robinson, delivered an aerospace lesson.

LtCol Rocketto discussed the upcoming Intrepid Field Trip. He announced that we will be doing some astronomy, identifying constellations and navigation stars and studying the cyclical motion of celestial objects and methods of applying this knowledge to a study of history.

RIFLE TRAINING REPORT

Twelve cadets from two squadrons met at the Quaker Hill R&G Club on September 28 to learn about rifle safety and earn Winchester-NRA medals. The cadets represented Danbury's 399th Composite Squadron and Groton's Thames River Composite Squadron.

After a safety briefing and instruction in the prone position, sling adjustment, breathing, and trigger control, the cadets fired five relays from the prone position. Each relay consisted of 25 shots fired at 50 yards on the A-23 target.

Every new shooter qualified at the marksman level. Two advanced shooter completed targets for sharpshooter and sharpshooter bar nine.

The Danbury cadets were accompanied by LtCol Sandy Sanderson who also served as an instructor assisted by Capt Greg Sweeney. SM Brian Waldron drove and served as photographer. Col Sanderson, an NRA instructor and Capt Sweeney, a former USMC helicopter pilot were part of the instructional staff.

The Groton Cadets were led by Lt David Meers. They were C/Bs Vitya Conway and Chris Jaskiewicz, C/Amn Daniel Hollingsworth, Michael Hollingsworth, and Virginia Poe, C/A1C Aston Foley, and C/MSgt Matthew Johnson, all of

whom qualified as Marksmen. C/SSgt John Meers added three targets to his Sharpshooter stage qualification and C/CMSgt Keith Trotochaud added three targets towards Sharpshooter Bar 9.



Cadet and coaches gather after last relay for group photo. (photo by SM Waldron)

2dLt Timothy Plourde, USAF, a former TRCS cadet and Montville High School Rifle Team member, who earned the NRA Distinguished Expert and Hap Rocketto, a national record holder, formerly of the US National Guard Rifle Team, also served as instructors and scorers.

LtCol Stephen Rocketto was Chief Range Officer and Lead Instructor.

HOVERCRAFT

*submitted by
2dLt David Meers*

Cadets Johnstone, Meers, and Ray met at the trailers last weekend to begin construction of the hovercraft. Perfect weather allowed the work to be done outside.

A four foot square piece of 15/32 inch plywood was fashioned into a circle using a jig saw, block plane, and belt sander. Two layers of plastic skirting were fastened and self-adhering pipe insulation was used on the circumference of the disc.

The project will be finished next Sunday.

SENIOR MEETING

01 October, 2013

A committee of officers reviewed a power point presentation which will be used to promote CAP and encourage recruiting. Teams of officers and cadets will visit local social, service, veterans, and educational organizations and offer a program explaining CAP history and CAP missions.

GOVERNMENT GOES GLIDER GUYS

LtCols deAndrade and Rocketto, pursuing glider ratings, spent some time planning a two day session at the North East Region Center of Glider Excellence in Springfield, Vermont. Finally, a juxtaposition of good weather, the availability of an instructor, a tow plane and pilot, and a flight release officer occurred.

Rocketto and deAndrade departed Groton in a CAP Cessna 172 in mid-morning due to ground fog at Springfield. They flew direct and arrived just after noon and met the instructional team. LtCol John Williams, Cadet Ray's instructor at the Summer Glider Academy served as instructor. LtCols Dale Hardy and Charles Freeman swapped tow and FRO duties during mid afternoon.



Four LtCols: deAndrade, Williams, Freeman, and Hardy in front of the CAP Schweizer 2-33 glider.

Springfield's Hartness State Airport was a new experience for the fledgling glider pilots. All of their previous experience had been on the open grass and turf field at Wurtsboro Airport in New York. Takeoffs and landings at Hartness were made on the tarmac guarded at their margins by runway lights and VASI boxes.

Rocketto managed four flights and deAndrade got in three, one short of the minimum necessary to meet the experience standards for the rating.



The Maule MT-7-235 trailing the 200 foot line prior to dropping it before landing.

With the sun low on the horizon, they tied down the glider and took their overnight gear to the headquarters of the Catamount Squadron, the local CAP building which had graciously been given to them for lodgings. A second day was planned to tie up loose ends

After dinner, they reviewed the day's work and Williams presented deAndrade with the Soaring Society of America's A and B badges signifying solo and and logging of a 30 minute solo flight. Rocketto received the A badge, having been two minutes short of the required time.

Around nine o'clock, they received word that due to the government shutdown and that as of midnight, CAP aircraft were grounded. The locals were ecstatic, believing that they had just gained a new airplane and two new members.

However our two heroes swiftly packed, considered the flight information needed, gained a flight release via Maj Noniewicz, stumbled across a pitch dark ramp to the aircraft, found their flashlights, completed the required checks, got to a self-service pump, fueled, and danced aloft, as wisps of fog heralded the late night arrival of IFR conditions at Springfield.

Heading south, favored by friendly winds, the duo landed in Groton with one minute to spare!

AEROSPACE CURRENT EVENTS

Sikorsky Airport Dedicated as Historic Aerospace Site

Bridgeport's Sikorsky Memorial Airport was named an Historic Aerospace Site by the American Institute of Aeronautics and Astronautic (AIAA)s. A ceremony was held on 27 September in the Volo Aviation Hangar. The CGWG was represented by Capt Kenneth Fortes, Stratford Eagles, Mr. Stuart Sharack, Aerospace Education Member for southeastern Connecticut, and LtCol Stephen Rocketto, CTWG Director of Aerospace Education. Rocketto also represented the Hartford Section of the AIAA where he serves as a board member.



AIAA Representatives at Sikorsky: Emily Springer, AIAA Historic Sites Program, LtCol Rocketto, Dr. Ferdinand Grosveld, AIAA NE Region Director, and Stu Sharack.

Mr. Michael Hirschberg served as master of ceremonies. Hirschberg is Executive Director of American Helicopter Society International (AHSI), the non-profit society for those working in the rotorcraft industry. AHSI partnered with AIAA in sponsoring the event.

Mr. Hirschberg noted that within feet, not miles of where we sat, Igor flew the revolutionary VS-300, the first successful single rotor equipped with an anti-torque tail rotor. The XR-4, prototype for the first mass produced helicopter and the first helicopter to serve in combat and to effect a rescue, was also developed and tested at Bridgeport.

Remarks on Sikorsky were also presented by Mr.

Dan Libertino, President of the Igor I. Sikorsky Historical Archives, Mark Hammond, Senior Manager of the Advanced Programs at Sikorsky, Ferdinand Grosveld, Director AIAA North East Region, and Nicolai Sikorsky, one of Igor's sons.

Mr Hammond commented on recent developments, the work in progress on the S-97 Raider, an entry in the competition for the next US Army "Armed Aerial Scout." The Raider is based on the recently tested X-2. He also noted that the company is looking to the future and focusing on speed, autonomy, and intelligent self-monitoring helicopter systems.



Nicolai Sikorsky and Mark Hammond pose in front of a model of the VS-300.

Mr Nicolai Sikorsky told a number of interesting anecdotes about his father. One of the most telling stories involved an incident in which Igor was praised for conquering the laws of flight. Igor's rejoinder was that he "had spent his whole life learning how to obey them!"



A representation of the statement on the bronze plaque which will be installed at Sikorsky Memorial Airport.

The ceremony concluded with the unveiling of a plaque commemorating the historical importance of the airport.

Record Breaking Paper Airplane Flown

Put together 7750 square feet of paper, 700 containers of glue, and a team of German engineering students and what do you get? You get a 42 pound, near 60 foot wingspan paper airplane and a Guinness citation for a world record.



The World's Largest Paper Airplane
(photo credit: DPA)

Students and staff at the University of Technology in Braunschweig, Lower Saxony, made the record breaking flight last week. The aircraft was launched from an eight foot platform and sailed a distance of over 55 feet to break a previous record held by students at Delft University in The Netherlands.

AVIATION HISTORY

The Little Known Early History of Igor Sikorsky's Designs

The name Igor Ivanovich Sikorsky is synonymous with the word "helicopter" but very few people know about Sikorsky's pioneering work with large aircraft and flying boats. His earliest model, at age 12 was that of a rubber-band powered helicopter, perhaps similar to the Penaud helicopter toy which inspired the Wright Brothers but he pursued engineering as a career, first studying in Russia but spending time in both France and Germany, hotbeds of aeronautical

experimentation under such notables as Bleriot, Count von Zeppelin, and Santos-Dumont. It was in France, in 1908, that Wilbur Wright first publicly demonstrated the Wright aircraft.

In 1909, he returned to Russia and attempted a helicopter design but soon realized that the state of the art and financial support were too primitive and too little to ensure success so he transferred his interests to fixed wing designs.

He earned his pilot's brevet in his fifth design, the S-5, and was issued [Fédération Aéronautique Internationale](#) (FAI) license No. 64. A loss of engine power in this aircraft caused him to consider multi-engine aircraft and he pioneered that class.

One of Sikorsky's early single engine fighters was the S-16. A replica of this aircraft is on display at the New England Air Museum.



*Sikorsky S-16
replica at
NEAM*

As Chief Engineer at the [Russian Baltic Railroad Car Works](#), he designed the S-21, *Le Grand*, a twin engine plane. The aircraft was then fitted with four engines in two nacelles, each containing one tractor and one pusher engine, the *Russky Vityaz*, the world's first four engine airplane



S-21 Le Grand

(Photo credit: RIA-Novosti)

The next iteration was the S-22 airliner, named the

Ilya Muromets. When World War I broke out, the S-22 was modified into the first four-engine bomber.



S-22 Ilya Mouromets

After the Russian Revolution and short stay in France, Sikorsky emigrated to the United States becoming a naturalized citizen in 1928.

However, he gathered a coterie of Russian emigres and with the financial support of the composer, Sergei Rachmaninoff, opened the Sikorsky Manufacturing Company in New York, producing the S-29, an all metal, twin engine, 16 passenger, biplane airliner. Only one was produced but it enjoyed a career as a corporate aircraft and was finally destroyed during the filming of Howard Hughes's epic film, *Hell's Angels*.

In 1929, Sikorsky moved his operation to Stratford, Connecticut. Maintaining his interests in vertical flight, he continued designing fixed wing aircraft. Starting with the S-38, Sikorsky produced a long line of boat hulled amphibians and flying boats which finally ended with the magnificent VS-44.

Some of the aircraft produced in Connecticut are pictured below.

The S-38, sometimes called the Explorer's Air Yacht, flew for Pan American, the Army, and the Navy and Marines. The Army called it the C-6 and the Navy and USMC used PS-3 and RS-3 and RS-4.

Johnson Wax used one to search for stands of test flight, it set eight world records. carnauba palms in the Amazon Basin. Over 100

were built.



S-39 Replica at the EAA Museum

The S-39 was a single engine version of the S-38. One was acquired by the Army Air Corps and designated C-28. Two, one painted with zebra stripes and one with leopard spots, were used by Osa and Martin Johnson on their African filming adventures.

Another is the most famous of all Civil Air Patrol Aircraft, having engaged in a daring rescue off Cape Henlopen during World War II. The crew, Lt Eddie Edwards and Major Hugh Sharp, were personally presented Air Medals by President Roosevelt.



CAP's S-39 at the New England Air Museum

The S-42 Clipper, built with input from Charles Lindbergh and Juan Trippe, was a highly successful four engine passenger plane which surveyed the PanAm Pacific routes. One its last



S-42 Clipper on Take-Off Run
(photo credit: Sikorsky Archives)

The S-43, "Baby Clipper," was flown by Pan American. The Army designated it OA-8 and to the Navy and Marines it was known as the JRS-1. Howard Hughes crashed on on landing on Lake Mead, killing a CAA Inspector and a Hughes employee.



S-43 (JRS-1) at Pima, Tucson, Arizona

The ultimate Sikorsky flying boat, the VS-44, was a four engine aircraft entered commercial service over the North Atlantic operated by American Export Airlines. The only three VS-44s ever produced were named after American Export Shipping passenger liners: *Excalibur*, *Excambrian*, and *Exeter* and had luxurious appointments befitting their liner namesakes.

During World War II, they served under Navy control as the JR2S-1.

After the war, the surviving aircraft were operated by American Overseas Airlines. The noted pilot Charlie Blair, husband of actress Maureen O'Hara,

had flown the Sikorsky as test pilot, line pilot and Navy pilot and acquired *Excambrian* for his island hopping airline, Antilles Air Boats in the Virgin Islands.



The *Excambrian* was retired and now on exhibit at the New England Air Museum.

ED MUSICK, BORIS SERGIEVSKY AND CHARLIE BLAIR

Musick, Sergievsky, and Blair were famous pilots associated with Sikorsky.

Edwin Musick was a pre-World War I flyer who served in the US Army Signal Corps as an instructor during the war.

After the war, he barnstormed, instructed, and is reputed to have run rum during Prohibition.

In 1927, he joined Juan Trippe's Pan American, flew the first mail run from Key West to Havana and a year later was appointed Chief Pilot. He commanded the Martin M-130, China Clipper, on the first trans-Pacific mail run, and ran test flights on the S-42 in collaboration with Charles Lindbergh and Capt. Boris Sergievsky.

He set a number of flying records, won the Harmon Trophy, and appeared on the cover of *Time Magazine*.

When PanAm decided to start service to Auckland, New Zealand, Musick pioneered the route. On the second trip, in 1938, flying a Sikorsky S-42B, Musick encountered difficulty and attempted to return to Pago Pago. Dumping fuel so he could land in the restricted anchorage, tragedy occurred. It is suspected that the fuel vapor was sucked into the hot engine manifolds and caused an explosion

which destroyed the aircraft and killed all seven crew members. At the time of his death, Musick has accumulated over two million miles of overwater experience.

Boris Sergievsky achieved ace status as an Imperial Russian Air Force pilot but fled to the United States one step ahead of the Bosheviks. He led a life of high adventure, flying with the Johnsons in Africa, flew the Prince of Wales around Chile in a Sikorsky S-38, and as a Sikorsky test pilot, tested every one of the 111 S-38s built.

As the flying boat era ended, Sikorsky transferred his interests back to his original idea of vertical flight. Ironically, Sergievsky left Sikorsky at that point and went to work with Dr. George de Bothezat who had been Igor's and Boris's professor at the Kiev Polytechnic Institute 25 years earlier. The irony was that de Bothezat was running the American Helicopter Company and Boris test flew their unsuccessful GB-3 helicopter.

In World War II, Sergievsky joined the Office of Strategic Services, the predecessor of the CIA and served in Europe. After the war, he continued flying until he lost his medical at the age of 77.

Charlie Blair soled at 19 and became a naval aviator. His service in the Reserves allowed him to become an airline pilot and he flew for United Airlines, as Chief Pilot for American Overseas Airlines, and Pan American. He also found employment as a Grumman test pilot.

He won the Harmon Trophy for his trans-polar P-51 flight from Norway to Alaska. He then transferred to the USAF and led the first jet fighters, F-100s, over the ocean by the polar route, earning a DFC and eventually retiring as a brigadier general.

He had flown the Sikorsky VS-44 during the war and acquired the last of them for Antilles Air Boats, the Caribbean airline which he founded.

In 1978, he died when an engine on the Grumman Goose which he was flying failed and it crashed into the ocean.