

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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### STARTING OUR EIGHTH YEAR OF PUBLICATION

#### SCHEDULE OF COMING EVENTS

19 JAN-TRCS SAREX (tentative 19th or 25th)  
21 JAN-TRCS Meeting  
25 JAN-TRCS SAREX (tentative)  
28 JAN-TRCS Meeting-Schultz Earhart  
Presentation.

04 FEB-TRCS Meeting-Safety Awareness Day  
11 FEB-TRCS Meeting-Commander's Call  
18 FEB-TRCS Meeting  
22 FEB-CTWG SAREX-HFD  
25 FEB-TRCS Meeting

26 APR-CTWG SAREX-GON  
16-21 JUN-Tri-State SAREX  
23 AUG-CTWG SAREX-HFD

### ORIGINS OF OUR NAME THE COASTWATCHER

The following story is a modified excerpt taken from the very first edition of *The Coastwatcher* which was published on 24 August, 2007.

*Our banner, The Coastwatcher, bears both historic and immediate significance. During the dark days of World War II in the Pacific, the Allies depended upon a rag-tag network of extraordinary volunteers, planters, missionaries, traders, natives, colonial officials and the military, to gather intelligence on Japanese naval and air movements, assist downed allied airmen, and acted as scouts, guiding military patrols. Their mission, much like our present Long Island Sound Patrol, consisted of assisting those in distress and reporting information that threatens national security.*

Their arena, where some of the most vicious battles in history were fought, ranged from New Guinea north to the Solomons and the Philippines. The names of Guadalcanal, Savo Island, and New Georgia, are battle honors which grace the colors of the United States Marines, Navy, and Army.

When allied forces landed, the Coastwatchers and their native troops provided scouting and intelligence services to the marines and soldiers.

*Capt. Martin Clemens, MC, US Legion of Merit  
with fellow members of the British Solomon  
Islands Protectorate Defence Force.*



(Photo: USMC)

Retired Sgt. Maj. Jacob Vouza, Solomons Island Constabulary, received the Silver Star for his heroism in resisting torture when captured, escaping after receiving at least six bayonet wounds, and providing information critical to the USMC victory at the Battle of the Tenaru River.

After a hospital stay, Vouza became Chief Scout for the USMC and accompanied Evans Carlson and the 2<sup>nd</sup> Raider Battalion on their remarkable 30 "Long Patrol" and was made an Honorary Sergeant Major in the USMC.



*Sgt. Maj. Vouza and his beloved USMC tunic.*  
(Photo: USMC)

Vouza survived the war, was knighted by Queen Elizabeth, and when he died in 1984, was buried in his USMC tunic.

*So it seems fitting that we title our newsletter, The Coastwatcher, to honor their achievements and to remind us of our Mission for America.*

### **CADET MEETING**

*07 January, 2013*

*submitted by*

*C/TSgt Justin Ketcham*

All cadets assembled in the trailer and began the night with a recitation of the Pledge of Allegiance and Cadet Oath.

C/1stLt. Schultz handed out note cards and asked cadets to write down their personal CAP goals. After this was accomplished, Lt. Schultz requested that we wrote down ideas for the improvement of the squadrons programs.

C/Amn Ray used a model aircraft to explain the three axes of motion around which an aircraft may be controlled.

C/1stLt. Schultz presented impromptu lesson on the dangers of ice.

### **SENIOR MEETING**

*07 January, 2013*

*Commander's Call*

Maj Paul Noniewicz, TRCS Commander, briefed the assembled officers on the draft of the squadron goals and objectives for 2014. A copy will be e-mailed for comments.

The airport snow removal plan was explained and members were instructed on how to remove our aircraft from tie-down and move it to a hangar storage in case of snow.

A Safety Awareness Day will be held at the 04 February meeting.

Members were made aware of the revisions to the uniform regulations CAPM 39-1, over 120 pages.

(Editorial Comment-Make of it what you will. The Ethics Policy, CAPR 1-1 is two pages long! The CAP Flight Management Regulations, CAPR 60-1 has 21 pages!)

LtCol Kinch announced the squadron personnel assignments for 2014.

A Squadron Inspector General audit is due in December but it has been noted that we have already completed a full self-directed audit and are well prepared.

The safety meeting focused on cold weather operations which included the meeting itself as our heating system managed to get the trailer up into the 40's, maybe!

Capt Farley announced that we will run a self-funded SAREX on 18 January with a 25 January inclement weather date. He also presented a draft of a full year training schedule which will be circulated by e-mail for comment.

Capt Lintelmann presented a financial report which indicates that the fruit sale garnered a profit of around \$3,000, a donation from Kongsberg Maritime bought in another \$1,000, and the Squadron has a healthy balance for the coming year. A final note on our mortgage note. It will be retired in the coming year.

LtCol Rocketto reported that the Squadron is 100% ICUT qualified and 96% now hold the Yeager Award. The Squadron has also submitted all necessary paperwork for the annual aerospace education report and the aerospace education and public affairs documentation required for the upcoming USAF Staff Assisted Visit in March.

#### **SENIOR STAFF APPOINTMENTS FOR 2014**

Commander (Acting) Maj Noniewicz, Paul J.  
Deputy Commander-Officers Capt Farley, Jay S  
Deputy Commander-Cadets 2Lt Ray, Emily  
Administrative Officer-Maj Welch, Marlene  
Ad'vsr. to the Commander-Col Herbert, Frederick  
Aerospace Ed. Officer-Maj Rocketto, Stephen M.  
Asst. AE Officer-Maj Bourque, Roy E.  
Character Development Instr.-Maj Wojtcuk, Robin  
Communications Officer-Maj Lintelmann, Willi  
Asst. Commo Officer-Lt Col deAndrade, John S.  
Emergency Svcs Train. Officer Capt Farley, Jay S.  
Finance Officer-Maj Lintelmann, Willi  
Health Services Officer-Maj Welch, Marlene  
Information Tech Officer-2Lt Meers, David E.  
Leadership Officer-2Lt Ray, Emily  
Logistics Officer-2Lt Simpson, Sonia  
Maintenance Officer-2Lt Dickerson, Charlie  
Operations Officer-Lt Col deAndrade, John S.  
Ass't. Op. Officer Lt Col Wisheart, Thomas C  
Personnel Officer Lt Col Kinch, Lawrence W.  
Prof. Develop. Officer-Lt Col Doucette, Richard  
Public Affairs Officer-LtCol Rocketto, Stephen M.  
Safety Officer-2Lt Dickinson, Charles T.  
Search and Rescue Officer-2Lt Welch, Craig R  
Squadron Historian-Lt Col Rocketto, Stephen M.  
Standardization/Eval. Officer-Maj Neilson, Keith  
Supply Officer-2Lt Simpson, Sonia  
Testing Officer-Maj Bourque, Roy E.  
Ass't. Testing Officer-2Lt Ray, Emily  
Transportation Officer-Maj Bourque, Roy E.  
Web Security Admin.-Maj Noniewicz, Paul J.

#### **THAMES RIVER COMPOSITE SQUADRON COMMITTEES NAMED**

The following committee appointments have been made for the current year.

- 1. Promotion Board**  
Lt Colonel Lawrence W Kinch  
Lt Colonel Richard Doucette  
Maj. Roy E Bourque
- 2. Membership Board**  
Lt Colonel Lawrence W Kinch  
Major Roy E Bourque  
2<sup>nd</sup> Lt David E Meers
- 3. Squadron Awards Review Board**  
Lt Colonel Lawrence W Kinch  
Major Marlene L Welch  
Captain Jay S Farley
- 4. Finance Committee**  
Lt Colonel Stephen M Rocketto  
Major Paul J Noniewicz  
Major Willie Lintelmann
- 5. Squadron Facilities Board**  
Lt Colonel Thomas C Wisheart  
Major Roy E Bourque  
Major Willie Lintelmann

#### **THREE OFFICERS QUALIFY FOR THE YEAGER RIBBON**

LtCol Leif Bergey, 2dLt David Meers, and SM Jonathan Scannell have completed all requirements for the Aerospace Education Program for Senior Members and will be awarded the "Yeager" ribbon.

LtCol Bergey is a retired US Navy Commander, a former P-3 aircraft commander and is a CAP Mission and Instructor Pilot. He is currently engaged in research and development projects at the Naval War College in Newport.



*LtCol Bergey draws on his Navy patrol experience to instruct trainees in the art and science of target recognition.*

Lt Meers is a relatively new member who works in the maritime computer simulation field and is our Information Technology Officer. He is rated as a Scanner and Airborne Photographer, is training to serve on a ground team, active with the cadet program and does photography for *The Coastwatcher*.



*Lt Meers supervises a cadet operating a USCGA ship handling simulator.*

Scannell is a former Mitchell cadet and is finishing his last year at University of Connecticut where he is majoring in software engineering. He is also a world class sport stacker. Go to <http://www.jonscannell.com/> to see a sample of his skill.



*CTWG Commander Col Peter Jensen and former CTWG Commander and grandfather Col Frederic Herbert present Cadet Scannell with his new C/2dLt epaulettes.*

## SCANNELL PROMOTED

Shortly after earning his Yeager ribbon, SM Jonathan Scannell was promoted to senior 2dLt. He is training to work on ground teams whenever his University of Connecticut engineering studies allow time.

## MISSILE MAN TO SPEAK AT ROYALS

Squadron members are invited to attend a talk about the experience of manning a Titan II missile silo during the Cold War.

The speaker will be CTWG's own LtCol Carl Stidsen who held that post during his USAF career.

The meeting commences at 1830 on Friday, 24 January at the Royal Charter Composite Squadron in Hartford at the Homeland Defense Building, Brainard Airport, 269 Maxim Rd.

## COL HERBERT TO SPEAK AT ROSE SENIOR CENTER

Col Fred Herbert, Northeast Region Historian Emeritus, will present a lecture at the Rose City Senior Center, 8 Mahan Dr, Norwich, CT. on Tuesday, 15 January at 1030. The lecture is entitled Pearl Harbor and will present an interesting and little known event that occurred after the Pearl Harbor bombardment on December 7, 1941.

A Japanese fighter pilot crash-landed his disabled aircraft on a small island where pick-up by a submarine was planned. The rescue submarine never arrived and the pilot, utilizing one of the aircraft's machine guns, dominated the people of the island. A local Japanese American assisted the pilot and those actions led to the interment of Japanese Americans on the west coast of the United States. Finally, a Hawaiian cowboy killed the pilot during a courageous attack.

The lecture includes over thirty-five slides, including photographs of the Island and the downed aircraft.

## AEROSPACE CURRENT EVENTS

### *Big Three Days for Emergency Landings*

Saturday to Monday, 4-6 February, scored high in emergency landings.

On Saturday, the pilot of a Piper Cherokee managed to land his powerless craft on the Major Deegan Expressway in the Bronx. Department of Transportation workers, having closed two lanes to repair potholes, spotted the incoming aircraft and managed to stop traffic in the third lane.



*(Photo Credit: Mark Bonifacio-New York Daily News)*

According to news reports, the pilot two women passengers were not seriously injured.

Sunday was was a day of rest for pilots considering emergency landings.

Monday recorded three incidents. One involved a Singapore Airlines Airbus 380, the world's largest airliner. The plane, on a Singapore to London flight suffered a cabin depressurization and was forced to land at Baku in Azerbaijan. The 467 passengers and 27 crew were uninjured.

A chartered Boeing 767 flown by Saudia on an Iran to Saudi Arabia flight made two unsuccessful attempts to land at Madinah before touching down an incurring damage to the right wing. The reports indicated a failure of the landing gear to extend. Some 29 passengers were injured of the 315 on board.

Jaipur had a surprise visit from an Air India Airbus 320 on Monday. The two segment flight from Imphal to Guwahati to Delhi carrying 173 passengers was on its last leg but could not land at Delhi due to fog. The captain decided to divert to Jaipur but upon arrival, found that the conditions there had deteriorated to below minimum landing standards. With a critical fuel state, a landing was attempted however, several tires burst, the aircraft departed the runway, and the left wing struck a tree.



*Photo of the damaged wingtip*

*(Photo Credit: Ashoke Raj)*

### *More Wingtips in the News*

Southwest Airlines has announced that it will retrofit 52 Boeing 737-800 aircraft with split scimitar winglets and also have them installed on 33 of the new jets which are to be delivered this year.



*A graphic of what the split scimitar winglet looks like on a Boeing 737.*

*(Image courtesy of Aviation Partners Boeing, Inc.)*

The novel feature appears to be a modification of the blended winglet which Southwest has been using for the last ten years.

The new design is expected to reduce fuel burn by about 5 percent. This figures out to about 60,000 gallons per plane per year on top of the 120,000 gallons per plane per year saved by the blended winglet. This occurs because the design decreases the size of the vortex developed as a necessary condition of the wing developing lift. The result is decreased drag and increased fuel efficiency.

The original concept of winglets is traced to 1976 and Richard Whitcomb who also conceived of the “coke bottle” fuselage and the super-critical airfoil. The idea was further developed by Peter Masak who sought to improve performance of his competition glider.

*Delta Retires Last DC-9 but the -9 Line Lives On*

The Douglas DC-9, the oldest model in Delta's fleet retired from regular service Monday with a flight segment from LaGuardia to Atlanta.



*The last of Delta's DC-9s. Flight 1965 at LGA. (photo credit: Caribb)*

Delta was a launch customer for the DC-9 on 1965, receiving the first of a production run of almost 1000 aircraft. The particular aircraft which flew the last flight had been delivered to North Central Airlines in 1978. North Central merged with Republic Airlines and Republic merged with Northwest and delta bought Northwest five years ago.



*A NWA DC-9-51*

However, the lineal descendents of the “9” will continue to serve Delta. When Southwest took over AirTran, the leased all 88 of AirTran's Boeing 717s to Delta in order to continue their economical

utilization of one type, the Boeing 737.



*AirTran 717 departing Dallas-Fort Worth*

The Boeing 717 is the McDonnell-Douglas MD-95 which assumed the Boeing name and an old Boeing and model number when McDonnell-Douglas was “adopted” by Boeing. The Boeing design number 717 had also been carried by the C-135 Stratolifter and the 720 version of the 707. Delta upgraded the 717s.

Delta also flies two other DC-9 offsprings; the MD-88 and the MD-90

*Delta MD-88*



*Delta is the largest operator of the MD-90. another DC-9 descendant.*

**THE USCG AND THAMES RIVER COMPOSITE SQUADRON**

*General Coast Guard History*

The United States Coast Guard originated as the Revenue Marine, organized by the Treasury Department under Alexander Hamilton in 1790 to function as an armed maritime law enforcement agency; *i.e.*, stop smugglers so as to increase the flow of tariff revenue into the federal coffers.

In 1894, the Revenue-Marine was renamed the Revenue Cutter Service and 21 years later, in 1915, merged with the Life-Saving Service and became the United States Coast Guard. The U.S Lighthouse service was added in 1939 and the Navigation and Steamboat Inspection Service appended in 1946. During wartime, the control of the Coast Guard passed from the Secretary of the Treasury to the Secretary of the Navy.

In 1967, the Coast Guard was transferred to the Department of Transportation and again, in 2003, to the Department of Homeland Security.

A number of interesting historic events involved Revenue Service or Coast Guard vessels.

In 1839, the *USRC Washington* intercepted the slave ship *La Amistad* and escorted it into harbor, the final disposition of the case decided by the US Supreme Court.

At the turn of the 19<sup>th</sup> century, during the forgotten Quasi-War with France, the *USRC Pickering* took ten prizes.

The first capture of a British ship in the War of 1812 was made by the *USRC Jefferson*.

Afterwards, the Revenue Service fought the pirates of the Caribbean and during the Mexican War, landed troops in amphibious operations, a task they would repeat in World War II.

During the US Civil War, the *USRC Harriet Lane* fired the first shot of the sea war when intercepting a steamer attempting to enter the harbor of Charleston.

In the short Spanish-American War, the *USRC Hugh McCulloch* fought with Dewey at Manila Bay and Revenue Service cutters were active in Cuban waters.

The Coast Guard suffered its largest casualty loss during World War I when 111 Coast Guard sailors perished after the *USCGC Tampa* was torpedoed after escorting a convoy from Gibraltar to the United Kingdom.

The optimistically named “War to End Wars” was followed by World War II, the Korean Police Action, the “Cold War,” Vietnam, and actions ranging from the Caribbean to Southwest Asia. In all of these conflicts, the US Coast Guard carried out its traditional and newly tasked martial missions with valor and efficiency and continued to serve the fifty states and US possessions overseas as a search and rescue and maritime safety and law enforcement agency.

### *Local Coast Guard History*

Thames River Composite Squadron has always maintained a close relationship with the United States Coast Guard. Geographically, we are located in USCG District 1, headquartered in Boston, and Sector Long Island based in New Haven. But we are also home to three USCG facilities: The US Coast Guard Research and Development Center (RDC), the International Ice Patrol (IIP) at Coast Guard Station New London and the US Coast Guard Academy (USCGA).

Coast Guard Station New London is adjacent to Fort Trumbull on land which has housed the School of Commissioned Officers of the Revenue Service from 1910 to 1932. In 1932, construction of the Academy was completed and the School became the USCGA and moved to its new quarters on the northeast edge of New London.

During Prohibition, Coast Guard Operating Base New London served as base for cutters which chased the rum runners. The Editor of *The Coastwatcher* recalls touring the old CG mooring behind the former Customs House on Bank Street in New London and being shown a huge rock slab on which reputedly, the bottles of confiscated spirits were broken.

Shortly after the end of WWII, the US Navy established the Underwater Sound Laboratory (USL) at Fort Trumbull and it became a center for the development of SONAR. The Coast Guard became a Navy tenant. The USL was renamed the Naval Undersea Systems Center and around 1968 moved to Newport transferring property back to

the Coast Guard.

At that time, the USCG Training Station at Avery Point in Groton housed the IIP and the RDC. These eventually relocated to Station New London. The training station is now a University of Connecticut campus and home to Project Oceanology.

Station New London has a number of responsibilities: harbor security, search and rescue, maritime law enforcement, maritime pollution response, and recreational boating safety.

The Research and Development Center conducts research, development, and test and evaluation in support of the major missions of the Coast Guard.

The International Ice Patrol was formed by a consortium of maritime nations in response to the sinking of RMS Titanic in 1912. The IPP operates a reconnaissance detachment which flies HC-130 Hercules aircraft over the North Atlantic's Grand Banks and its heavily transited shipping lanes during the iceberg season. The aircraft are based at Elizabeth City, N.C. but stages out of St Johns, Newfoundland.

The data which they accumulate on ice condition, berg locations, and drift rates are disseminated by radio and FAX.

*Thames River Composite Squadron and the USCG*

Two centuries passed before TRCS commenced its fruitful relationship with local Coast Guard agencies. Almost 40% of the Long Island Sound Patrol missions are flown by squadron members and we have coordinated with CG Sector Long Island on a number of boating incidents.

We are proud that a former cadet, Emily Holt, earned her commission at the USCG Academy and was last known to be serving on the *USCGC Polar Star*, a heavy icebreaker. Built by Lockheed, the *Polar Star* is one of the world's most powerful non-nuclear ships.

Two other former cadets, Drew Daniels and

Brendan Flynn are now members of the USCGA Class of 2017 and many of our cadets, former and present, are members of Coast Guard families

Father Daniel Mode, the USCGA Chaplain and a real "sky pilot", was a member while stationed here and flew many of our cadets on their powered orientation flights.

The Academy has presented a number of excellent activities which have enhanced our cadet activities. They have supported winter physical training by allowing us the use of the field house, The Saul Krasner Memorial Lectures offered opportunities to learn about cutting edge science, Our Cadet Ball has been held in the Officer's Club and Coast Guard Aviation Day is always a highlight of the year. We have even been allowed the privilege of learning about ship handling using their computer equipment. Coast Guard Cadets have also assisted us in our drill exercises.

## AEROSPACE HISTORY

### A PHOTO-ESSAY ON USCG AVIATION

#### *Part I*

#### *Early USCG Fixed Wing Aircraft*

*(Part II, USCG Fixed Wing Aircraft: World War II. Part III, USCG Fixed Wing Aircraft: Post War and the Turbine Era, and Part IV, USCG Rotary Wing Aircraft will appear in subsequent editions.)*

Coast Guard aviation history starts with the Wright Brothers at Kitty Hawk. Members of the Life-Saving Service and the US Lighthouse Service, both to be incorporated into the Coast Guard provided inestimable assistance to the brothers.

William J. Tate, a postmaster and lighthouse keeper responded to their initial queries about conditions on the outer banks and generously offered to help. In a letter, he stated:

*If you decide to try your machine here & come, I will take pleasure in doing all I can for your convenience & success & pleasure, & I assure*

*you you will find a hospitable people when you come among us.*

The locals did not take the Wrights seriously at first but over the three years in which the Wrights conducted gliding tests, never failed to offer support and the Wrights reciprocated, treating the locals as equals.

The surfmen who worked the Currituck Life Saving Station soon established friendships with Wilbur and Orville and were often found assisting them in the more mundane tasks of Outer Banks housekeeping and the more technical work involving assembling, positioning, and launching the aircraft.



*The original caption from this pictures states the following: "1903 machine on the launching track at Big Kill Devil Hill, prior to the December 14th trial. Four men from the Kill Devil Hills Lifesaving Station helped move it from the shed to the hill, accompanied by two small boys and a dog."; photo taken 14 December 1903 by the Wright Brothers.*

*(Library of Congress Photo LC-W86-21)*

When the first powered flight was made, it was none other than a surfman, John T. Daniels, who was instructed by Wilbur on how to operate the camera which successfully took the famous "First Flight" photograph.

On the 25<sup>th</sup> anniversary of the Wright's first flight, Daniels got his first airplane ride. He was lifted aloft in a USCG helicopter piloted by Lt. Stewart Graham, Coast Guard Helicopter Pilot #2.

Coast Guard aviation is just shy of the century

mark. On 24 August, 1916, President Woodrow Wilson signed a document establishing an "Aerial Coastal Patrol." An appropriation of 1.5 million dollars was granted to set up 10 Coast Guard air stations but the entry of the United States into World War I transferred the Coast Guard from the Treasury Department to the US Navy and the formation of an independent Coast Guard air arm was delayed.

However the first two Coast Guard Officer trained to fly, 2<sup>nd</sup>Lt Charles E. Sugden and 3<sup>rd</sup>Lt Elmer F. Stone received orders to report to Pensacola on 01 April, 1916. Stone became Coast Guard Aviator #1. Sugden, a naval architect was first stationed at the Glenn Curtiss facility in Hammondsport, N.Y, to study aeronautical engineering.

Any WW I flying done by the Coast Guard aviators was done in US Navy Aircraft. A total of eight Coast Guard officers earned their wings during the war but all had sea duty and senior ranks so they ended up as commanders of Naval Air Stations in either France or the United States, Stone served out the war on board the armored cruiser, *USS Huntington* which carried the Curtiss R-6 float plane.

*The R-6 was the first US built aircraft to find employment overseas*  
*(Photo: USCG)*



In 1919, Stone went on to serve as a pilot of the Curtiss NC-4, the first aircraft to cross the Atlantic Ocean.



*Elmer F. Stone  
USCG Aviator #1*



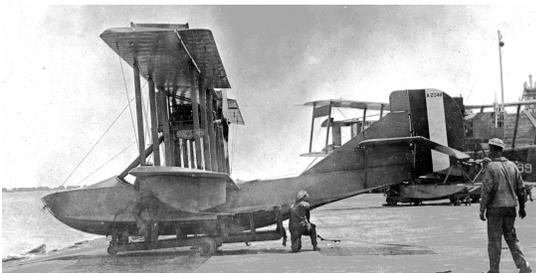
*The NC-4 took just over 26 hours of flying time spread over three days to complete the six leg trip from New York to Lisbon.*

At the end of the war, the Coast Guard reverted back to the Treasury Department and first Coast Guard Air Station was established at Morehead City, North Carolina. The Navy loaned the Coast Guard a half dozen HS-2L flying boats.



*HS-2L aircraft at Morehead, N.C.*  
(Photo: USCG)

Between 1920 and 1926, Curtiss MF flying boats were acquired from the US Navy and used to experiment with different missions such as SAR and beach patrols.



*Curtiss MF*

*For those CTWG crew-dogs who fly the Long Island Sound Patrols, the only glass in this cockpit was that covering the gauges and the cruising speed was 47 knots!*

(Photo: USCG)

In 1925, a single Vought UO-1 was borrowed from the Navy and used to enforce prohibition. The usefulness of aviation as a tool for enforcing the Volstead Act became apparent and Congress appropriated \$152,000 for the purchase of aircraft for the USCG and two UO-4s and three Loening OL-5 float planes were added to the fleet. These were the first aircraft specifically purchased for USCG aviation.



*UO-4, a modified UO-1, at USCG Station Salem Massachusetts. The Vought was powered by a Wright J-5C Whirlwind engine, the same engine used in The Spirit of St. Louis.*

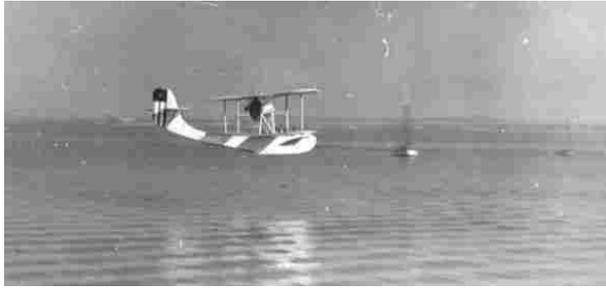
(Photo: USCG)



*Mechanics working on Loening CG-3 at Gloucester, Massachusetts. On 21 June, 1930, CG-1, the first Loening struck a yacht in New London harbor and crashed. Both crewmen survived.*

(Photo: USCG)

The Coast Guard practice of purchasing foreign built aircraft started early. In 1930, they bought a single French Schreck-Viking OO-1. The Viking Aircraft Company of New Haven acquired manufacturing rights and sold five more to the Coast Guard.



*The Vikings were stationed at Coast Guard facilities along the east coast at Cape May, Charleston and Miami and on the Gulf coast at St. Petersburg and Biloxi.*  
(Photo: USCG)

At about the same time, one Douglas O-38C was purchased by the US Army and transferred to the Coast Guard.

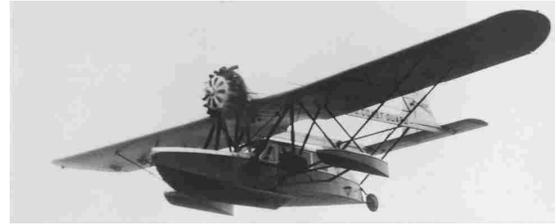


*The O-38s used Connecticut built Pratt & Whitney R-1690 Hornet engines.*  
(Photo: Douglas Aircraft)

The Coast Guard also borrowed a Sikorsky S-39 from Sikorsky in 1930 to patrol the first America's Cup Race held off Newport. This was also the first time J Boats raced and the last time for that steadfast sportsman, Thomas Lipton.

The civilian S-39s set a number of records and one of them *Spirit of Africa* was employed by Martin and Osa Johnson in their well known filming of wildlife in Africa. They also served with the Civil Air Patrol and one of them, now at the New England Air Museum, participated in a rescue which earned the civilian crew Air Medals awarded by the President himself.

The history of S-39 service in the USCG is somewhat nebulous. At least one was loaned to them and one was acquired from the US Customs Service after it had been confiscated.



Only one S-39, of the 23 produced, was ever purchased by the US military. The Army Air Corps was operating it out of West Point as a Y1C-2B but, much like Sullenberger and Skiles Airbus, it was irreparably damaged in a landing on the Hudson River.

The S-39 was a tough little aircraft but it saw hard service and had some hard luck. The prototype crashed on its third flight. According to researcher and author Arthur Percy, one was smashed by a drunken fisherman and another by a drunken driver!

A CAP Sikorsky in the Gulf of Mexico managed to save the ditched crew of a CAP Fairchild 24 and landed in a sea state with waves running between 20 and 30 feet. The pilot, Robert F. Neel, managed to land but smashed a wing-tip float. The engine also stalled and could not be restarted. A Coast Guard cutter arrived and saved both the Sikorsky and Fairchild crews but the S-39 was lost while under tow.



*In 1939, The Columbia feature film, Coast Guard, featured an S-39, along with Randolph Scott, Ralph Bellamy, and Frances Dee, as one of the stars. The aircraft which played the part was none other than the one flown by Neel in his Gulf rescue mission.*

Two different types entered the Coast Guard inventory in 1932. The first was a single

Consolidated N4Y-1 which was acquired under an US Army.



*The N4Y-1 was primarily used for training at Cape May, N.J.  
(Photo: USCG)*

The second were five General Aviation/Fokker PJ-1 Flying Lifeboats (FLB), one of which was modified and re-designated PJ-2. They were manufactured for the Coast Guard only. The PJ-1s were twin engine flying boats with pusher engines. The PJ-2 was modified to a tractor engine configuration. These were extremely useful aircraft and performed a number of notable rescue missions.



*The original caption states the following: "A welcome from the air! Coast Guard planes from the Coast Guard Air Station Miami, Florida, greeting the new 165-foot patrol boat PANDORA upon her arrival at that Port on December 6, 1934, to take station. From top to bottom are Flying Boat ACAMAR, Amphibian SIRIUS and Flying Boat ARCTURUS."; The amphibian flying in front of the PJs is a Douglas RD Dolphin.  
(Photo: USCG)*



*The Dolphin design followed from a Donald Douglas vision to build a flying yacht. This example of a Coast Guard RD-4 was first owned by William Boeing!  
(Photo: USCG)*

In 1934, the Coast Guard added three more different types.

The biggest purchase was a "flock" of amphibious Grumman JF-2 Ducks. Later, the Duck was improved with a longer float and re-designated the J2F.

Commander Elmer Stone set a speed record in a JF-2 in 1934, clocking 191.7 mph over a three kilometer course.



*A JF2-3 carrying the prewar Coast Guard rudder markings.  
(Photo: USCG)*

Ducks continued to be added to the inventory During World War II, the improved J2F-5 and J2F-6 Ducks were added to the inventory.

Early Ducks supplied to the Coast Guard had the more powerful 750 HP Wright engines rather than the 700 HP P&W engines used by the Army.



*A Duck on the Northland (WPG-49). The Northland's original configuration had auxiliary sails and she ended her active career as The Jewish State, carrying Jewish refugees to Palestine and then became the INS Eilat, the first flagship of the Israeli Navy.*

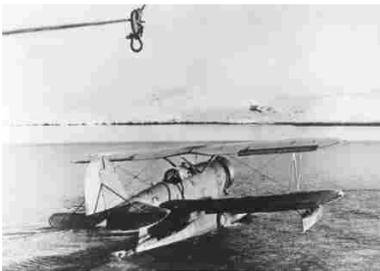
*(Photo: USCG)*



*An aircraft handling crane hoists a J2F aboard the icebreaker Eastwind.*

*(Photo: USCG)*

In late November, 1942, Lieutenant John A. Pritchard, Jr. and Radioman First Class Benjamin A. Bottoms, operating from the *USCGC Northland* were engaged in a rescue mission to save seven crew members of a B-17 that had crashed on 09 November while they, themselves, had been on a search mission.



*Pritchard's JF2 departing Northland on its fatal mission.*

Pritchard and Bottoms made an unprecedented landing on the Greenland Ice Cap and picked up two of the worst injured survivors. On the following day, they returned, boarded a third survivor, and during their return flight, encountered whiteout conditions and crashed. The wreckage was spotted on a mountain side but there was no

sign of survivors. The remaining B-17 crewmen were supplied by airdrop.

The entire rescue operation was one of the great sagas of tenacity, endurance, and heroism in the annals of the arctic. Led by arguably one of the greatest polar aviators, Bernt Balchen. The final pickup of the remaining B-17 survivors involved two belly landings of PBV Catalinas on the ice cap and an 18 day ski and dogsled journey over the ice. The longest sustained rescue operation in World War II ended on 18 April, six months after the first crash!

In 2012, a one week search used historical data, magnetometers, and ground penetrating radar, to locate the remains of Pritchard's and Bottom's Duck, some 38 feet of glacial ice near Greenland's Koge Bay.

Holes were melted in the ice and cameras lowered. Photographic evidence was obtained that verified that the aircraft was a Grumman J2F-4, the model flown on the ill-fated mission.

The USCG and the Joint POW/MIA Personnel Accounting Command hope to recover the bodies of the two Coast Guard aviators and that of their passenger, USAAF Corporal Loren Howarth and return them home for burial.

Six Vought O2U-2 Corsairs were US Navy purchases for the Coast Guard. At least two of them were stationed in San Antonio to assist in the control of illegal immigrants crossing north from Mexico, a problem which the US Immigration and Customs Enforcement Service has inherited!



*Vought continued to use "Corsair" as a popular name for two other aircraft, the official Connecticut state aircraft, F4U, and the LTV A-7 Corsair II. (Photo: USCG)*

The confiscation and adoption of vehicles captured from smugglers and other species of lawbreakers is a practice which still exists. Two New Standard NT-2 aircraft joined the USCG air fleet after confiscation. Both crashed within a year of adoption. Records are murky but other confiscated aircraft were also used but reports state that they were in poor condition and mostly useless.



*The New Standard's acquired by the USCG were designated D-25A by the company and were a licensed built version of the Belgium Datmpe-Vertongen D-29-A*  
(Photo: USCG)

Henry Morgenthau, the Secretary of the Treasury in 1935 and Coast Guard Commandant and staff were the beneficiaries of the Northrop RT-1 Delta. Originally conceived as a single engine eight passenger airliner, it became unemployable in that role when new the 1926 Air Commerce Act legislated that airline aircraft operated at night had to be multi-engined. Consequently, the Deltas ended up as the playthings of wealthy pilots or as executive transports.



*The Delta was known as The Golden Goose in the CG and Navy air services.*  
(Photo: USCG)

A single Stinson RQ-1 Reliant was acquired and based at Brooklyn's Floyd Bennett Field. Used for electronic testing, it was re-designated as the XR3Q-1



*The Reliant served in WW II as the UC-81, the AT-19, and L-12. At the end of the war, the civilian version was known as the V-77*  
(Photo: USCG)

An interesting swap took place in 1936. The CG traded a J2F Duck to the US Marine Corps for a Lockheed Model 10-B Electra which was for the use of The Commandant. Its designation was XR30-1.



*This XR30-1 ended its career flying for Provincetown-Boston Airlines and was crash-landed on a beach in 1967.*  
(Photo: USCG)

1936 saw the addition of two more small aircraft. Four Fairchild Model 22s were procured, two -1s and two -2s. The -1s went to St Petersburg and the -2s went to Charleston.



*The suffix "K" on the J2K designator indicates that the aircraft was from Kreider-Reisner but that company had been absorbed by Fairchild and for some reason, the identifier was retained under Fairchild's ownership.*  
(Photo: USCG)

The Weaver Aircraft Company, better known by its Acronym, WACO, sold three of their Model EQC-6 cabin biplanes to the Coast Guard which named them the J2W-1. They had short careers. All three were destroyed in crashes in 1939.

For a time WACO employed a three letter series to differentiate their different models of aircraft. The first letter stood for the engine, the second denoted the specific type, and the third letter named the general type. A numerical suffix indicated the year of production. So EQC-6 means that the aircraft is a custom built biplane which uses a Wright R-760 engine and produced in 1936.



*The WACO was generally on conventional landing gear;*  
(Photo: USCG)



*However, in Alaska, the USCGC Spencer flew one on both floats and skis.*  
(Photo: USCG)

Both Curtiss and Hall sold aircraft to the Coast Guard in 1938. The Curtiss SOC-4 Seagull was a biplane with a large central float and smaller stabilizing floats mounted on each wing. They could also be configured as land planes and one did operate with wheels.



(Photo: USCG)

*All three Seagulls were taken over by the Navy in 1942.*

The Pennsylvania based Hall Aluminum Aircraft Corporation sold 14 PH-2 and PH-3 flying boats to the Coast Guard in 1938. These were twin-engine cabin biplanes with aluminum hulls and floats. The fabric covered wings used the classic Clark Y airfoil and two Wright Cyclone engines were mounted between.



*A Hall PH-2 on the slipway.*  
(Photo: USCG)

*Depth bombs are being loaded at Brooklyn's Floyd Bennet Field prior to an anti-submarine patrol.*



(Photo: USCG)

The last year of the 1930 era found the Coast Guard returning to Long Island's Grumman aircraft and the procurement of the amphibious JRF, better known as the Goose. Over the next four years, the Coasties accumulated a gaggle of the JRF versions, -2, -3. and -5G.

Their primary missions were SAR and aerial mapping but when the United States entered WW II, they were armed with depth bombs and sent out to hunt the U-boat.

The Grumman JRF Goose inventory totaled 10 aircraft at the end of 1941. Twenty two years later, one of the Coast Guard JRF-5G Grumman was fitted with an experimental hydrofoil but although the experimental results showed promise, the day of the amphibious plane was coming to its end.

The Editor of *The Coast Watcher* recalls that in the early 1950s, an occasional Goose would alight on the Thames River and visit the Coast Guard Academy.



*JRF-3 at the Museum of Naval Aviation, Pensacola.*

Beech, Lockheed and the Naval Aircraft Factory each contributed a share of the aircraft which the Coast Guard accepted in 1940. A Lockheed Model 18 Lodestar was accepted with the R50-1 designation. In 1942, seven more -4 and -5 variants followed. They were used as executive transports and cargo aircraft.



*The Lodestar, a stretched version of the Electra, served as the C-56 and C-60 in the USAAF.  
(Photo: USCG)*

The Naval Aircraft Factory, which was located in on the grounds of the Philadelphia Navy Yard. It was established when the United States entered World War I to assist in the procurement and development of aircraft and parts. Before long, it was actually constructing aircraft of its own design and those of commercial manufacturers.

One of these aircraft was the N3N, a primary trainer which closely resembles the Stearman PT-17 Kaydet.

In 1940, the Navy turned over four of the N3N-3 for a like number of Coast Guard Ducks. This quartet were used to train Coast Guard aviators.

*A N3N carrying pre-WWII USCG livery  
(Photo: USCG)*



Float equipped N3Ns were the last biplanes to serve in the US military. In 1961, the last of them were retired at Annapolis, Maryland where they served to give Naval Academy midshipmen orientation flights.



*Two Navy "Yellow Perils," N3N-3s, on floats and conventional landing gear, are on display at Pensacola.*

The last aircraft which the Coast Guard accepted before US entry in WW II was a Grumman G-44 Widgeon. Twenty five of them were built for the Coast Guard as the J4F-1. They differed from the civilian models in that they had a hatch which allowed the easy loading of stretchers. Later models had a wing rack which could carry bombs or a life raft.



*A Widgeon was the only Coast Guard aircraft credited with sinking a submarine during the war.*

*The order of presentation of aircraft in these essays was determined by either date of acquisition or commissioning. In some cases, records are ambiguous or missing so adjustments have been made for editorial reasons.*

*The next edition of The Coastwatcher will carry Part II-USCG Fix Wing Aircraft: World War II*

*Much of this information in the article was drawn from two sources. The first is Arthur Percy's comprehensive volume, U.S. Coast Guard Aircraft since 1916, published by Airlife in 1991. The second is the US Coast Guard website, <http://www.uscg.mil/history/aviationindex.asp>*