



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 EVENT*

23 JUN-TRCS Meeting-PT-DDR-Aerospace  
25 JUN-Orientation Flights  
30 JUN-Mitchell Ceremony-TRCS Picnic

11-12 JUL-Vietnam 50th-103<sup>rd</sup> Airlift Wing-BDL  
18 JUL-SAR EVAL Prep  
25 JUL-CTWG Fly-in and Conference-HFD

01-08 AUG-CTWG Encampment  
08 AUG-SAR EVAL Prep  
19 AUG-National Aviation Day  
21-23 AUG-CTWG/USAF Evaluation  
26-29 AUG-CAP National Conference

03 OCT-Cadet Ball-USCGA  
17 OCT-Commander's Cup Rocket Contest

### CTWG FLY-IN AND CONFERENCE

Join the Connecticut Wing Commander, Colonel Ken Chapman, for a fun filled day of food, awards and comradery at the First Annual Connecticut Wing Fly-In and Conference. Families and guests are welcome. The uniform for the day is: BDU's, Flight Suit, Blue Polo or equivalent

Accommodations for up to 25 aircraft have been arranged. Aircraft reservations are "first-come, first served". The primary date is Saturday, July 25 with a backup weather date of Sunday, July 26. If both dates are not suitable for VFR flights, the best weather date will be chosen. We have access to indoor facilities if needed so the conference will occur that weekend regardless. Updates on the weather decision can be found on the face-book page [facebook.com/CTWGCAP](https://www.facebook.com/CTWGCAP) or the wing website at [www.ctwg.cap.gov](http://www.ctwg.cap.gov)

Highlights:

Lunch included -- catered by Wings  
Cadet Activities  
"Of the Year" Award Presentations  
CAC, Encampment, Communications and Pilots meetings

The "early bird" registration ends on 20 June. The early bird price is \$23 which includes lunch. CTWG will pay the fee for CTWG aircraft

### TRANEX

*14 Jun, 2014*

LtCol John deAndrade represented Thames River Composite Squadron at the Sunday training exercise at Brainard. Lt Col Darren Cioffi was the Incident Commander. Two air sorties were launched and one ground team deployed searching for a missing aircraft. Lt Cols Tony Cihocki and John deAndrade located the Emergency Locator Beacon NW of Groton.

## **CADET MEETING MINUTES**

*16 June, 2015*

*Submitted by*

*C/SMSGt Daniel Hollingsworth*

Drill was led by C/CMSGt D. Hollingsworth and C/CMSGt Poe.

A uniform inspection was conducted by C/CMSGts D. Hollingsworth and M. Hollingsworth.

Lt Drost led a character development seminar titled "What Price Honor."

LtCols deAndrade and Rocketto and Lt Ray informed the Cadets about upcoming events; orientation flights, Vietnam Veteran's Day, CTWG Conference, and CTWG Encampment.

## **SENIOR MEETING MINUTES**

*16 June, 2015*

The aircrew who earned the Homeland Security Ribbon gathered for a group photograph by the CAP aircraft.

Maj Scott Farley led a discussion about various aspects of the G1000 panel and the Becker Direction Finder. Communications protocol and the Becker operation were discussed in detail.

## **LONG ISLAND SOUND PATROL**

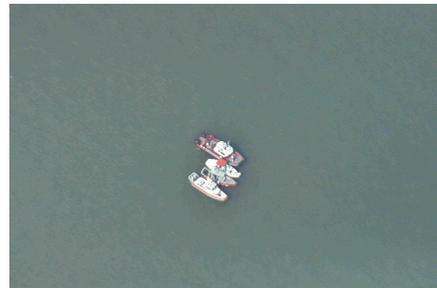
The Squadron flew two LISP missions on Flag Day.

The first mission sortied out of Brainard with LtCol Tom Wisheart as mission pilot and Capt Ed Miller in the right seat. The aircraft had been employed in the Wing Training Exercise so they deployed one hour late. No tasking was received from the Coast Guard but a number of marine band emergency calls were heard. A boat flipped but all three occupants were rescued by fellow boaters, a body was found floating in the water off Long Island, and a boat reported that it was taking on water but its location could not be

identified by the USCG.

The second mission departed Groton with Maj Paul Noniewicz in the left seat, LtCol Richard "Sparky" Doucette as mission commander, and LtCol Steve Rocketto as scanner and photographer.

On the first leg of the patrol, as they approached the mouth of the Connecticut River, Coast Guard Sector Long Island reported that assistance was being rendered to a boat off Cornfield Point. The aircraft overflew the site and obtained pictures of the rescue.



*The cluster of four boats is a picture of the incident of Cornfield Point. The boat with the red top called for assistance. Two Coast Guard boat are to port and starboard. The boat in the foreground is probably Sea Tow, a commercial towing service.*

Three other marine band messages referred to a grounding and two unconfirmed reports of boats in trouble.

## **AEROSPACE CURRENT EVENTS**

### *New Aircraft at the 51<sup>st</sup> Paris Air Show*

The biennial Paris Air Show the oldest and largest airshow in the world opens this week. Over 2,000 exhibitors will showcase their wares at historic Le Bourget Field.

Some of the newer aircraft on display are designed to fill market niches demanded by current political, environmental, or national interests.



*(Credit: Diamond Aircraft)*

The Diamond DA-50JP7 is a jet version of the DA-50 diesel powered aircraft from Austria. The seven seat aircraft is powered by a 465shp turbine made in the Ukraine. Diamond touts the fuel efficiency of the design and plans a general aviation and a bush version of the aircraft.



*(Photo Credit: Antonov Aircraft)*

The Antonov An-178 is designed as a short range medium lift aircraft which will fly the same missions as the C-130 Hercules, the Alenia C-27, or the EADS/CASA 295.



*(Photo Credit: Aldo Bidini)*

Pakistan has produced the JF-17, an fighter which may counter he Indian LCA Tejas. Pakistan now joins countries like Brazil, South Korea, and Taiwan, all of whom have entered the market with indigenous fighter aircraft.



*(Photo Credit: Textron)*

Textron/AirLand has invested its own capital in the development of a light attack aircraft. of They are gambling that their low-cost Scorpion will meet the needs of countries that cannot afford the every expensive and sophisticated aircraft such as the F-35.



*(Photo Credit: IOMAX)*

IOMAX has produced a border patrol version of the Thrush S2R-360 and called it the Archangel. The aircraft is designed for the intelligence, surveillance and reconnaissance mission (ISR) and for light attack in lightly defended airspace.

## **AEROSPACE HISTORY**

### **AIR CARGO Part IV**

*A Photo Essay  
by  
Stephen Rocketto*

The three preceding articles have looked at a wide variety of air cargo aircraft. This article will look at some of the local operators, past and present, in Connecticut and Rhode Island.

## *Brennan and Hargreaves*

A company called Brennan and Hargreaves used to operate out of Bradley in the '70s and '80s. Their bread and butter was as a feeder route for the major freight haulers. Trucks would deliver parcels to their hangar which would then be loaded onto the aircraft by the aircrews. They operated the Beech 18, some Convair 340 and 440 freighters, and a DC-6



*A B&H Beech 18 with a cargo compartment in an extended nose.*

A typical flight in a Beech might be from Bradley to Stewart at Newburgh, N.Y. The entire aft end of the aircraft was filled and the crew entered through hatches installed above the cockpit.



*The B&H 340*

*(Photo Credit: Burt Rhodes)*

Once at Stewart, the crew, generally one pilot, had a break until one of the major freight carrier aircraft, a Boeing 727 flying for Emery landed, at which point freight for Hartford would be transferred to the Beech and it would return. The flights were around 45 minutes but the wait was many hours long.

One one memorable night, December 11<sup>th</sup>, 1978, weather closed Stewart and the plane diverted to

its alternate, Baltimore. Missed approaches were being flown at JFK but as the Beech flew over the airport, a huge “sucker hole appeared and the entire airport and its environs became visible. Permission was granted for an approach and a successful landing was made.

The aircraft sat on the ramp and the crew watched the action. At one point, a 747 flew a miss. Its gear was visible below the clouds but the cockpit was in the clouds. However, the heat from its exhaust dissipated some of the clouds and two smaller aircraft then landed successfully.

The B&H crew shivered in the cold Beech but the weather improved and the aircraft flew the scheduled legs to Stewart and back to Bradley.

But while they were there, one of the “Five Families” of the New York Mafia pulled off the biggest heist ever in the United States. They hit the Lufthansa cargo area and made off with 5 million dollars in cash and a million dollars worth of jewelry.

Many pilots started with B&H. Burt Rhodes followed a career as a “freight dog” working for a number of cargo carriers and started with B&H. He has the following recollections about the company.

Brennan and Hargreaves, Inc. started *ad hoc* night freight operations out of Brainard airport in the early 1970's with one Beech 18 and one Cessna 402. During the mid 1970's the operation moved to Bradley International Airport and occupied the old WWII hanger located on the north side of the airport between runway 15 and the Connecticut Air National Guard base, remaining there until closing operations during the mid 1980's.

B & H won a contract with Emery Airfreight and experienced a rapid growth adding Beech 18s and as business improved purchased a Convair 440.

B&H became a feeder for Emery Air Freight and business was good enough that an

agreement was made with Rhoades Aviation and a Douglas DC-6 was added to the fleet. The DC-6 to fly a route nightly between Bradley, Providence, Boston and Stewart, NY as part of the Emery express system. Upon the DC-6 arrival at Stewart the freight was transferred into Boeing 737s for shipment throughout the Emery network.



*The Douglas DC-6 leased from Emissary Airways. Such leases and the sale of aircraft among the freight lines was a common practice.*

*(Photo Credit: Burt Rhodes)*

The majority of flying was accomplished by Beech 18's operating routes between Bradley, Burlington, VT, Montreal Quebec, Albany, NY, Wilkesboro Scranton, PA and Providence, RI.

Once again the loads increased and two Convair 440's were contracted from Emissary Airways, which was owned by Nella Tate, granddaughter of R.J. Remolds, tobacco tycoon, of Winston Salam NC, to replace the Beeches on these routes. The CV-440's were later placed on the B & H certificate.

Operations with Emery continued into the early 1980's when Emery made the decision to create a hub at Dayton, OH and operate CV-580's B-727's, DC-8's and DC-10's. B&H lost their contract with Emery, was purchased by Consolidated Freight which went bankrupt in 2006.

### ***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.



*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.*

One of the most unique of Joe Fugere's fleet was the Conroy converted Super DC-3 which had two Rolls-Royce Dart turboprops replacing the piston engines. The aircraft, registered as N156WC never entered service.

The story is that Fugere found it unsuitable for his airline since its small diameter props and large diameter engine nacelles could not provide the necessary thrust, requiring a 6,000 foot runway, some 1,000 feet more than that available at Groton. As a result, the aircraft was tied down near a taxiway. On a winter night in 1984, a taxiing TransAmerican Lockheed L-100 put its wing through the nose and cockpit which “totaled” the aircraft.



*Turbo Gooney Bird*

Herr Heinz Rentmeister, Cologne, Germany, has graciously given us permission to publish his photo of the damaged aircraft which he took in June of 1984. The picture was posted in Flugzeugbilder.de, a most interesting collection, which I commend to all of you.

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.

Stan Stylinski had more time in Twin Otters than any other pilot and retired with 47,00 hours in his log book.

John Rutledge also logged over 40,000 hours. He was awarded the FAA Master Pilot Award for 50 years of service to aviation. Associates remember Rutledge as one of the most skilled and prudent pilots with whom they have ever flown. Later, he went on to found Action Airlines.

*John  
Rutledge  
(Photo Credit:  
Sean Elliot-  
New London  
Day)*



Tom Cassidy, like Rutledge was Chief Pilot for Pilgrim and went on to be a Captain for Spirit Airlines.

Dave Bushey left to become a Captain and later Senior Vice President for Operations for Delta Airlines and Jet Blue.

Before Pilgrim, Bob McGrath flew Beech 18s out of Waterford's 1900 foot runways, no easy task. He went on to become an American Airlines Captain.

Two Pilgrim pilots deserve special mention: Thomas Prinster and Lyle Hogg. On February 21, 1982, Pilgrim Flight 458 departed JFK for Boston. Deicing alcohol stored under the pilot's seats caught fire over Rhode Island. Prinster and Hogg sat in the flames and made a crash landing on the ice covered Scituate Reservoir. Badly burned, they successfully evacuated the 11 of the 12 passengers. The International Airline Pilots Association, The Daedalians, and the Flight Safety Foundation recognized their skill and courage with their highest awards for bravery.

Hogg has just been appointed to be president of Piedmont Airlines, a subsidiary of American Airlines.



*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.

### ***New England Airlines***

New England Airlines, founded and operated by Bill Bendokas, has served Block Island for 45 years. Based in Westerly, they use the Britten-Norman Islander and the Piper Cherokee 6 to run a scheduled passenger and freight service to Block.



*NEA Islander on Block Island*

Susie Cowley, formerly of Pilgrim is now Chief Pilot of New England.

### ***Coastal Air Services***

Groton's Coastal Air Services was owned by Olin Neidlinger from the 1950s to the 1970s when it was bought out by new owners. Coastal operated the Cessna 172, 206, and the Piper Aztec. Their main business was instruction and Part 135 charter. The Block Island and Fisher runs often

involved cargo.

The freight carried by Coastal varied from food supplies for the island dwellers to priority cargo for the Navy to an occasional corpse,



*Loading the 206*

Corpses make for interesting flights because they are carried in body bags and audibly outgas as the altitude increases.. Navy flights could be long. Memphis, Norfolk, and Charleston are some examples.

A Memphis flight was dispatched to pick up an unspecified cargo. The crew took a Cessna 206 and flew through the night. After a couple of hours rest, they went out to the aircraft and found a giant spool of nylon mooring line waiting to be loaded. The spool diameter was greater than the width of the aircraft. No one could be contacted so the crew had to make a decision.

Half a spool is better than no spool so the two pilots started unwinding the 3 inch diameter line and coiling it in the cargo compartment. When the compartment was almost filled, they cut, with great difficulty, the line and departed for Groton. The soft line made for fine bedding and each pilot took some rest time between the top of the spool and the bottom of the cabin. The Navy did not complain about the partial delivery.

But some items can be very small. A flight to Charleston, South Carolina was needed to deliver a small envelope to a Military Air Transport C-141. The envelope contained some small parts

which were needed in Scotland for one of our nuclear submarines. The pilot put the envelope in his shirt pocket and headed south. Just north of Wilmington, he lost almost all electrical power. The pucker factor was high since it was night and he was IFR.

Using the residual battery power, he made an airport surveillance radar approach into Wilmington where he rented a second aircraft. The schedule was tight and he got to Charleston, taxied right up to the C-141 which had its engines running, and handed the envelope to a Navy courier.

The next day, after a battery boost and the return of CAVU weather, the plane returned to Groton.

For many years, Everett Savard was Chief Pilot. Everett went way back in aviation and has been a Stearman instructor in World War Two's Civilian Pilot Training Program, flew crop dusters, and worked or ran airports in Chester and Essex before coming to Groton.

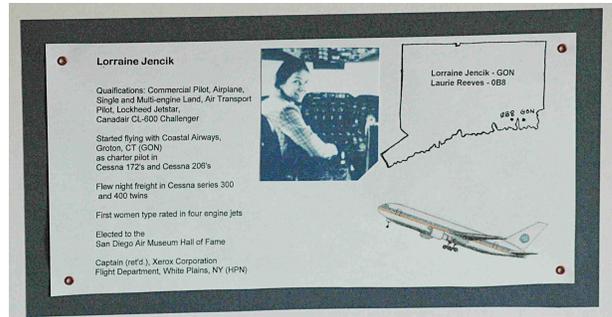
At a party in his honor, a sheet was passed around and about 60 pilots listed how many hours they had flown. Everett has 25% of the total!

Before going to Pilgrim, Tom Cassidy worked as a charter pilot and instructor at Coastal. Old timers will remember his special chair and the coterie of aviation reprobates who would gather around to talk aviation with him, feast on fast food, and "water" the potted plants with their left-over coffee.



*Lorraine's Jetstar and Laurie's 747*

Lorraine Jencik came from Brennen and Hargreaves and went on to become the first woman type rated in four engine jet aircraft flying a Lockheed Jetstar for Xerox.



*Jencik and Reeves Plaque in the San Diego Air and Space Museum*

### *Yankee Airways*

Yankee flew out of Waterford Airport which may have been constructed in the 1930 era. Russ Corser bought the property around 1950 and New London Flying Service offered a number of services. Joe Fugere founded Pilgrim at Waterford but growth led to the move to Groton.

Waterford was a demanding field with 1900 foot runways and a hill to the immediate north. A barn which sat on the east side of runway 18-36 created some unusual air currents

In time, Ed Reeves took over and ran a maintenance facility, flight school and charter service. The flight operation was known as Yankee Airways. Yankee flew Piper Cherokees Aztecs. Ed's wife, Laurie, who flew charter for Yankee, signed on with United, one of the first female airline pilots. She ended her career as a Captain flying 747s on the Pacific rim.



*Ed and Capt. Laurie Reeves*

Cargo carried was similar to that carried by Coastal, food and tools to the islands, sails, motor boat parts and building supplies. Fishers Island was a common destination and the weekend crowds led to continuous trips to Block Island on Friday and returns on Sunday.

Yankee also served the owners of Gardiners Island transporting them back and forth from the island to Flushing Airport, carrying supplies, and even tankering fuel.



*Yankee's Cherokee Six 17N at Duval Airport, Montreal with its new paint.*

Occasionally priority cargo would be shipped with little notice. Shutting down an assembly line due to a parts shortage is extremely expensive. On one occasion, Yankee flew a box of auto locks to a General Motors plant in Tarrytown, New York, and Piper aircraft parts were picked up in Lock Haven, Pennsylvania.

Before the days of electronic banking, another priority cargo was bags of cancelled checks. In early evening, a plane was dispatched to Brainard where an armored car delivered a leaf bag stuffed with packets of checks. These were then flown to Rochester, New York and transferred to another armored car which delivered them to the Federal Reserve Bank.

Banks do not get credit (read "interest") for their deposits until they reach the Federal Reserve. The transfer time is called "the float." Flying the checks saved about six hours. The interest that

accumulated during that time had to exceed the cost of the trip.

These were not the checks with the pittance payments tendered to charter pilots. These were checks from major players like Pratt & Whitney and the Hartford insurance industry. At that time, the charge for the flight was around \$200. A million dollars would earn around \$25 during the six hours saved. Therefore, at least \$8 million dollars were needed to cover the transportations by air. Consider what an airline might pay for a dozen spare engines or how much money a major financial institution might transfer after a company has been purchased or a multi-million dollar loan had been made?

For a period of time, one weekly trip carried a brief case full of cash. One of the major chain stores was building a bunch of new stores on Long Island. The workers demanded cash on a weekly basis. A courier accompanied the cash, disembarked at a Long Island airport, and made the rounds of the construction sites.

The usual collection of pilots and hangers-on inhabited the small office and sat on the log bench out front criticizing landings. Some went on to bigger and better things.

Wally Burr went on to a number of airlines suffering the traditional furloughs before ending up as a Delta Captain.

The lead pilot for Yankee was John Rice. John had been a flight engineer in the PBY before taking pilot training. He had stopped keeping his log book up to date and one day, during a bad weather spell, we searched through the company records and got his time up to 27,000 hours.

John was also an enthusiastic sailor and took weeks off during the summer to sail the New England Coast.

When Waterford Airport ceased operations in 1988, Yankee was dissolved and Reeves moved the maintenance facility to Westerly.

### *Providence Airline Corporation*

Providence Airline Corporation (PAC) was based at Quonset Point State Airport in Davisville. Their Convair 240s used the “Plantation” call sign on their night flights from Boston to Chicago with stops at Bradley, some upstate New York airports, and the Detroit area. Theirs peak activity was in the late 1970s and '80s. You can see an illustrated video of their operation on You Tube at

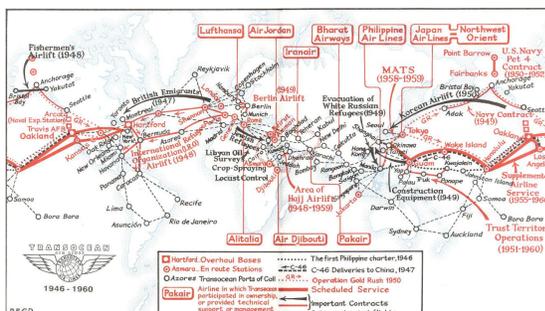
<https://www.youtube.com/watch?v=ACODkgdxMgs>

### *Transocean Air Lines*

Transocean Airlines was formed by United Airlines pilot Orvis Nelson just after World War II. The company was based in Oakland California and can arguably claim to be the first of the supplemental carrier an the largest contract air carrier in the world.

Supplemental carriers operate under less stringent rules than the domestic and flag carriers. But they are restricted to non-scheduled freight and passenger service.

At its peak, Transocean had around a dozen subsidiaries and operated world-wide. During their 14 year existence, Transocean aircraft could be found from remote bush strips to Pacific islands to major international terminals and their proud boast declared “We can fly anything, anywhere, any time.”



To do so, they needed a large and versatile fleet of aircraft. Records indicate that during the dozen years of existence, they operated 146 aircraft, trading, leasing, buying, or selling them to meet the demands of business. About half of these aircraft were the Douglas DC-4.



*Transocean DC-4*  
(Photo Credit: William T. Larking)

The company flew military charter, established air tour charter flights, ran a flight school, assisted in establishing airlines in Pakistan and Jordan, and performed maintenance for Transocean, the Military Air Transport Command, and major airlines.



*Transocean could be find almost everywhere in the world. Grumman Mallards were Transocean's main aircraft serving the U.S. Trust Territory in the tropical Pacific. Ski and wheel equipped Curtiss C-46 Commandos carried freight into the polar regions.*  
(Photo Credit: TALOA Alumni Association)



Their fleet was certainly eclectic. In addition to

those named earlier, they also flew the Consolidated PB4Y, Noorduyn Norseman, Boeing Stratocruiser, Lockheed Constellation And Lodestar, Convair 240, Grumman Widgeon, Martin 2-0-2, the Douglas DC-3. and some Pipers, Stinsons, and Cessnas

The famed aviation author Ernie Gann flew for Transocean and wrote while working for the airline. The John Wayne movie, "The High and the Mighty" is based upon an incident which occurred on a Transocean flight. Transocean also provided a DC-4 to the movie studio for the film and many scenes were filmed on the Transocean ramp in Oakland.

A second Gann story and John Wayne movie, "Island in the Sky." utilized three DC-3s leased from Transocean. Island in the Sky was also based on true story, a search for a downed transport in the Canadian wilderness.



*A couple of Transocean's C-47s (in a clip from the movie) and John Wayne starred in Island in the Sky.*

But what is the local connection of this California company?

Transocean's Atlantic-European Division set up their operation at Bradley Field, Windsor Locks, Connecticut. During the 1950s, the facility consisted of administrative offices and a maintenance base. Employment reached 4,000 workers and they serviced airframes, engines, instruments, and radios.

Much of their flight business was government contract work flying military and their dependents between Europe and the United States.



*A handful of Lockheed Constellations provided passenger and freight service in the final days of Transocean.*

One unique job fell to the Bradley technicians. In 1952, they repaired the elevator which had been installed in "The Flying Palace," a DC-4 modified by Transocean for King ibn Saud of Saudi Arabia.

Some of the "non-skeds" were marginal operations but Transocean was very successful. However, complaints about supplemental carriers by the major airlines and ensuing Civil Aeronautics Board and Civil Aeronautics Agency rulings lead to the demise of many of the post WWII supplementals.

Transocean was caught in a financial squeeze. They could not get recognition as a U.S. flag carrier and this meant that financiers were reluctant to invest. Transocean could not acquire the jet aircraft needed to compete with the established airlines.

Transocean went out of business in 1960. Flight Service, one of their subsidiaries at Bradley, survived until 1963.