



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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### CAP'S 74th birthday Anniversary



*WWII Pilot Wings and Service Ribbon*

### **FRUIT SALE VOLUNTEERS NEEDED**

Delivery is expected at 1800 on Friday, the 11th of December. Volunteers are needed to unload the truck and shift the fruit from Grasso Regional Technical School to the Squadron.

A second crew will be needed to man the distribution center.

### **NEXT MEETING**

### **SPECIAL GUEST SPEAKER**

*Graeme Smith and the Battle of Britain*

Mr. Graeme Smith speak at 1800. An expert on the Battle of Britain, he will explain its its importance and the technology and tactics used to defeat the Luftwaffe bomber force. Photographs and artifacts from the battle will support the presentation.



Interspersed within the talk will be details about Mr. Smith's successful quest to fly a Spitfire. **Note that the talk will start at 1800. Squadron members and Cadet parents are invited.**

November 2015						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3 FRUIT ORDERS DUE	4	5	6	7 Cadet Ball
8	9	10 CC CALL SIM (1800)	11	12	13	14
15	16	17	18	19	20	21
22	23	24 No Meeting	25	26 Thnkgvng	27	28 OFlight
29	30	FRUIT SELL END NOV 3				

December 2015						
SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5 UCC/TLC
6 UCC/TLC	7	8 CC CALL WW2 Speaker	9	10	11 Fruit Delievery	12 SQ SAREX
13	14	15 Party	16	17	18	19
20	21	22 No Meeting	23	24	25 Cmas	26
27	28 OFlight	29 OFlight No Meeting	30 OFlight	31		

January 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
				New Years	1	2
3	4	5	6	7	8	9
10	11	12 CC CALL	13	14	15	16
17	18	19	20	21	22	23 OFlight
24	25	26	27	28	29	30 OFlight

February 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
31	1	2	3	4	5	6
7	8	9 CC CALL	10	11	12	13
14	15	16	17	18 OFlight	19	20
21	22	23	24	25 OFlight	26	27
28	29					

This schedule is not a replacement for good communications.

Other Ground Tranex O-Flight Meeting Wing National

### Integrity

Date	Senior	Cadets
3	Planning	Testing, admin, Leadership, PT if needed
7		Cadet Ball
10	CC Call	Drill, AE Pres, Char Dev, Guest, Promo
17	MT Flying training	Safety, PT, indoor games (PT)
24	No Meeting	No Meeting
28		OFlight: Contact Lt Ray

### Volunteer Service

Date	Senior	Cadets
1	Staff Planning, Special Speaker	Drill, Leadership, admin, DDR/Safety(BDUs)
5,6	UCC and TLC (Camp Niantic)	
8	Commander's Call / Promotions	Drill, CD, AE, Promotions (Blues)
12	Sarex	Sarex
13	Wx Backup	
15		Holiday Party (Civies/Pot Luck/1800)

### Respect

Date	Senior	Cadets
5	Planning / Staff	Leadership
12	Commanders Call	Drill, CD, AE, Promotions (Blues)
19	Emergency Service	Fitness
26	TBD	TBD

### Excellence

Date	Senior	Cadets
2	Planning / Staff	Leadership
9	Commanders Call	
16	Emergency Service	
23	TBD	TBD

## **CADET MEETING MINUTES**

*01 December, 2015*

*submitted by*

*C/CMSgt Daniel Hollingsworth*

Drill was cancelled due to the drizzling rain. Inspection was held inside.

Lt Drost led a character development seminar. C/SrA Brouillard presented a boot shining lesson. C/2dLt D. Hollingsworth briefed the Cadets about cold weather injuries.

## **SENIOR MEETING MINUTES**

*01 December, 2015*

*submitted by*

*Captain Clarence Oveur*

*Commander's Call*

The first part of the meeting consisted of a discussion about aircraft operations.

LtCol deAndrade, Squadron Commander presented a list of Squadron goals for 2016. The membership discussed possibilities. A triad of critical issues were tentatively selected: mission readiness, personal advancement, and Squadron growth. Over the next two weeks, members will contribute ideas about sub-sets and leadership which need be considered to reach each goal.

## **ORIENTATION FLIGHTS**

*28 November, 2015*

C/SSgt Daniel Ramsey and C/MSgt Hannah Ramsey flew on orientation flights between Groton-New London and Meriden-Markham airports. Maj Paul Noniewicz conducted the exercise.

## **AEROSPACE HISTORY**

*Cap Aircraft-Past and Present*

The first of December marks the 74th anniversary of the birth of the Civil Air Patrol. The concept of a civilian auxiliary of military aviation was developed during the late 1930's as the totalitarian governments of Germany, Japan, and Italy became bolder, invading independent nations and bullying others. Gill Robb Wilson, a prominent aviation journalist convinced the governor of New Jersey to form a militia-like organization, the New Jersey Civil Air Defense Services. Several similar groups were formed and in 1981, one week before the Pearl Harbor attack, the newly appointed director of the Office of Civil Defense, Mayor Fiorello LaGuardia of New York signed Administrative Order 9 establishing an organizational plan and appointing the first national commander, Major General John F. Curry.

The WWII history of CAP, its Cold War service, and present missions needs no rehearsal here. But what is interesting is the aircraft which were adopted to fly the missions. In the beginning, CAP aircraft were all privately owned and were donated for CAP use by their owners. Much as the USCG Auxiliary does today. Consequently, the fleet was not standardized and a wide variety of aircraft served.

Joel Fairfax, a member of the Danbury Squadron related that his favorite aircraft was a Bird when he operated out of Danbury and the Hudson River valley. Bird, a Brooklyn company formed from the former Brunner-Winkle aircraft builders produced a series of open cockpit biplanes in the 1930s. Most likely they were used for courier service.

CAP assumed a number of missions during the war. They also flew border patrols, forestry watches, and towed targets for air and ground gunnery training. Courier missions were a significant contribution, moving over three million pounds and hundreds of passengers.

One of the most unusual missions was the "wolf patrol. Wolves were preying on cattle herds in the southwest. This was serious since the supply of meat was short due to the war. CAP members, armed with firearms, were used to thin out the wolf packs.

Before the Kriegsmarine organized their seagoing "wolf packs," a small number of U-boats were sent to patrol the east and gulf coasts of the United States. This led to the most well known of all the CAP's WWII missions, the Coastal Patrol.

In 1942, The anti-submarine forces and tactics of the United States Army Air Force and Navy were deplorable. The USAAF has a handful of obsolescent Douglas B-10 Bolo bombers and the deployable Navy surface fleet consisted of some a half-dozen Coast Guard Cutters, some obsolete WW I sub chasers and a handful of converted trawlers and yachts. Tactics were no better. Submarine detection equipment was almost non-existent, the convoy system had not yet been instituted, and cities were not blacked out so coastwise merchant ships were silhouetted and easy marks for the u-boats. The wreckage of merchant ships littered the oil stained beached "from Maine to Mexico."

The Royal Air force had just won the Battle of Britain, a three month campaign but the Battle of the Atlantic, commencing in 1939, would continue for the rest of the war. Britain was on the ropes with almost no food nor munitions, the supply of which depended upon the merchant marine. Winston Churchill said that "The only thing that ever really frightened me during the war was the U-boat peril. I was even more anxious about this battle than I had been about the glorious air fight called the Battle of Britain."

WWII submarines were limited in both time spent submerged and speed. A standard tactic was to locate a target, use superior surface speed to get to an attack position, and then submerge and ambush

the target.

From December of 1941 to August of 1942, the Kriegsmarine initiated Operation Paukenschlag and initially dispatched five Type IX boats to the U.S, east coast. During their six weeks on station, they sank 25 vessels, a total of 160,000 tons of shipping. A second wave scored the first sinking in the Gulf of Mexico on 04 May, 1942. In eight months, the U-boats accounted for about 600 ships and 5,000 sailors at the cost of 22 submarines.

The situation was so critical that in a case of reverse lend lease, The British Coastal Command 53 Squadron flying Lockheed Hudsons was transferred from England to Quonset Point, Rhode Island. The Royal Canadian Navy contributed some anti-submarine corvettes and trawlers.

In order to support anti-submarine operations, the Air force called upon the volunteers of the the Civil Air Patrol and the aircraft. Coastal Patrol bases were established at 21 sites from Bar Harbor, Maine to Brownsville, Texas. The volunteers not only piloted aircraft but many of them carried out maintenance and administrative duties also.

The Coastal Patrol had two objectives. First, they reported the position of German submarines and by their very presence, forced them to submerge or stay submerged, depleting their batteries and reducing their speed. Second, they searched for and reported the location of survivors of sinking.

Eventually some of the aircraft were armed with small bombs and depth charges. Two sinkings have been credited to CAP but hard evidence of these victories is sparse. Nonetheless, the small yellow planes harassed the U-boats and forced them to submerge, thus limiting their operational activity. Moreover, CAP received credit for its assistance in rescuing almost 400 survivors and reporting 91 ships in distress, acts which anticipated a postwar search and rescue mission of CAP.

A year and a half after the Coastal Patrol was started, the mission was ended. By the fall of 1943, anti-submarine aircraft and ships, submarine detection devices, and improved tactics made the Coastal Patrols redundant. CAP carried on with its other missions and war's end, logged a half-million

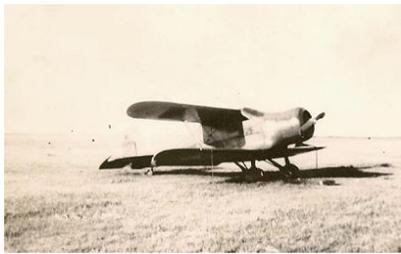
sorties.

The Coastwatcher has searched the literature, internet, and its own files to present a photo-essay on the CAP fleet from 1941 to the present day.



*This Bellanca Model 14 Cruiserair Jr. flew out of CPB 5, Flagler Beach, Florida.*

### **World War II Era**



*The Beech Model 17 Staggerwing, so called because the the upper wing was staggered behind the lower wing.*

*The Museum of the USAF has a Piper J-3 Cub on display.*



*CAP records indicate that the one-of-a kind Langley 2-4-90 was used, probably donated by the U. S. Navy.*



*A mainstay of the WWII fleet was the Fairchild 24. This is the 24-C8F equipped with a in-line Ranger Engine*



*Ryan produced only 12 S-C Sports Coupes but a least one bore the CAP logo.*

*The Fairchild came in two flavors. This target tow is equipped with the radial Warner Super Scarab engine.*



*This Waco YOC is at CPB 12. Lt. Earl Warren is in the cockpit and Lt. Bruce Barrett is seated on the wheel.*



*A Fairchild towing a target.*



*Another Waco, a UPF, at Bader Field, New Jersey, Base 1.*

*This privately owned Stinson 10A, tied down at Chino, was a relatively new aircraft in 1942*





*Another Stinson 10A at our won New England Air Museum. The aircraft is named Spirit of Latana honoring Coastal Patrol Base 3. Time was saved getting the aircraft into service by leaving it in the factory paint. Note the 100 lb bomb beneath the fuselage. The silver capsule on the right wind is a jury rigged flare of smoke bomb dispenser..*



*One of the first Cessnas flown by CAP, a Model 165 Airmaster at Brownsville.*



*Probably a Parks P-2 or P-3.*

*A Stinson 10A, military L-16B Grasshopper, is flown by th Commemorative Air Force out of Mesa, Arizona.*



The Coastal Patrol Bases generally has an amphibian on its ramp. Used for anti-sub patrols, they were used to rescue downed crews.



*A gull-winged Stinson SR-9 Reliant at Coastal Base 12, Brownsville, Texas*



*A rare Feetwings Seabird of CPB 17 at Suffolk Airport Long Island. Only five of these aircraft were ever manufactured.*



*A venerable 1920s designed SM-1 Stinson Detroit*



*The most modern of the amphibians was the Grumman G-44 Widgeon, first produced in 1940.*



*This Sikorsky S-39B is part of the CAP exhibit at the New England Air Museum. This particular aircraft was flown by Maj. Hugh Sharp and Lt. Edmond Edwards to accomplish a daring rescue of the Delaware coast. After landing in 8-10 foot swells they rescued an injured flyer but damaged the left float. Unable to take off, Edwards climbed out the right wing to level the aircraft. Sharp was then able to taxi the aircraft for for many hours until taken in tow by a Coast Guard vessel. Sharp and Edwards were the first of 800 CAP members to receive the Air Medal, personally presented by President Franklin D. Roosevelt..*

### ***The Cold War Era***

At the end of World War II, CAP received a fairly large number of light aircraft declared surplus by the military. However, privately owned aircraft were still flown.



*The L-5 Sentinel was a spin-off of the Aeronca Champion design. Almost 4,00 were built they were added to the inventory of CAP and many allied nations.*



*Cessna 140 at Palmdale*



*An Aeronca L-16 from the Patti Collection, another spin-off of the "Champ." Starting in 1955, a number of them were to CAP, probably from Army National Guard stock.*



*The North American Navion was adopted by the USAF as the L-17 and CAP acquired a number of them.*



*These are North American T-6 Texans bearing CAP insignia on the tails. The source states that they are the "35th Squadron TX 1966." The Coastwatcher has been unable to verify this claim.*



*A Mentor carrying high visibility paint*

*Privately owned  
Mentor visiting  
the EAA airshow  
at Oshkosh*



*CAWG Mentor  
circa 1967*

The Air Force used the Beech T-34 Mentor as a primary trainer. They were a modification of the civilian Bonanza. As they were withdrawn from service, the Mentors were acquired by CAP. The low wing was not conducive for SAR missions and wing spar defects led to their retirement from CAP in 2003.



*44L, A Cessna 172 Skyhawk, currently at GON, achieved a modicum of fame after the 9/11 attack when its crew acquired the first aerial photographs of the ruins of the World Trade Center.*



### **The Current Era**

#### *The Age of the Cessna*

Many Cessna models have been used by Corporate CAP. Probably the first of them was the Korean War era L-19 Bird Dog. Alas, the tail draggers suffered from an excessive number of taxi, take-off and landing accidents.



*A Bird Dog "on a stick" graces CAP's National HQ at Maxwell AFB.*



*The 182 Skylane, both at HFD, comes in three flavors easily identifiable by the number of prop blades or the retractable landing gear on the C182RG*

The 172, 182 and 201 fleet is being refurbished. Selected older aircraft are sent to a contract shop for new engines, avionics, and paint. The product is essentially a new aircraft for half the price of the latest model off the production line.



*Float mounted 185 Skywagon. (credit: Peter Meener, jetphotos.net)*



*CAP has both normally aspirated and supercharged Cessna 206 Skywagons*

But Cessnas are not the only aircraft in the CAP fleet.



*The rugged Maule M-7 is often utilized to tow gliders.*

Planes for Canada and Australia have also been adopted by CAP. Dehavilland of Canada, the developers of a long line of specialized aircraft for bush flying and short take-off and landing operations contributed two aircraft to the CAP fleet, the DHC-2 Beaver and the DHC-3 Otter. Most of the Beavers operate in Alaska and are float equipped. The Otter, the Beaver's big brother, was less common.



*A pair of Beavers on floats (Credit: CAP History)*



*The Northeast Region operated an Otter, probably as a headquarters aircraft.*



*CAP imported some Gippsland GA-8 from "down under." The Australian built aircraft carries the ARCHER reconnaissance package.*

And let us not forget gliders. CAP operates three types: the venerable Schweizer 2-33, the Czech built L-23 Super Blanik, handed down from the USAF Academy, and the German Schleicher ASK-21.



*The 1965 2-33 is mostly fabric over a tubular aluminum structure.*

*The more modern ASK-21 is constructed of glass reinforced plastic. (Photo Credit: Major Paul Noneiwicz)*



The Federal Aviation Administration Aircraft Registry list 920 aircraft owned or formerly owned by CAP. These include the following not mentioned above:

A whole slew of Aeroncas.

Piper-PA-18 "Super "Cub, PA-22 Trip-Pacer and the twin engine PA-23 Apache.

Cessna 195 Businessliner and twin engine 310.

Vaughn-Varga 2180 Kachina.

Helio HT-295 Super Courier.

Schweizer 2-22 glider.

Schleicher ASK glider.

Consolidated-Vultee BT-13 Valiant

Beech 65 Queen Air.

Aero Commander Darter Commander.

Lake LA-4 Buccaneer amphibian.

Boeing-Stearman PT-13 Kaydet.

Walls KR-1 which may be a version of the Rand Robinson.

Brunner Winkler Bird

Cameron V-22 balloon.

Balloon Works Firefly balloon.

Aeronautic Institute and Research AX-6 Sky Sailor balloon.

Raven V-77 balloon.

If any reader knows of any other aircraft employed by CAP, the *Coastwatcher* would be pleased to hear from you.

A Cap mystery is noted below. The FAA registry and even Professor Wikipedia have no record of this aircraft. Could it be a private airplane painted in CAP livery?



*Rockwell Commander (Credit Bill Larkins)*

### *Final Notes*

### *Photo Credits*

All of the black and white photos are from the CAP website and are taken from the collections of Steve Patti or Col Lester Hopper. The color photos are either attributed to the photographer or taken from the files of the Coastwatcher editor.

The USAAC red circle in the center of the star was removed from military aircraft in May of 1942. This was done to avoid confusion with the *hinomaro* ("red meatball") used on Japanese aircraft.

Perceptive readers may have noted that many of the WWII CAP aircraft had the red three bladed prop removed from their insignia.

For those interested in following-up on CAP history, go to the following website:

[http://caphistory.org/museum\\_lobby.html](http://caphistory.org/museum_lobby.html)

Two books may be useful:

*From Maine to Mexico* by Louis E. Keefer

*Flying Minutemen* by Robert E. Neprud

## CURRENT EVENTS

### *Boeing 767 Gets New Life*

Boeing has announced that it is increasing production of its 767 wide body. FedEx just ordered 48 aircraft and the USAF has decided that a modified version of the 767 will become the new KC-46A Pegasus aerial refueler and has contracted for 179.



Delta Airlines with 95 767s is the largest operator. FedEx flies 30 as freighters and is ordering 19 more. Just over 1,000 have been built in the plane's 34 year history.



*Delta 767-300 ER*

The aircraft has found employment as a passenger plane, freighter, experimental test bed, and for airborne warning and control system (AWACS). Italy and Japan both fly versions of the military 767.



*Clipper Pratt & Whitney on view at the last of the P&W Airshows.*



*Left-US Army Airborne Surveillance Testbed  
Right-Japan Air Self Defense Force AWACS*

The most famous 767 is the "Gimli Glider." In 1963, an Air Canada 767 ran out of fuel at 41,000 feet. Captain Robert Pearson, a recreational glider pilot, and First Officer Maurice Quintal examined their options, selected the best glide speed, and headed for an ex-RCAF Base at Gimli, Manitoba. The base had been converted in a motor sports park and was in use but the crew managed to land with no passenger casualties.

The incident was traced to confusion between the old imperial system of volume measurement and the newly adopted metric system.