



Missions for
America

Semper vigilans!
Semper volans!

The Coastwatcher

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

300 Tower Rd., Groton, CT
<http://ct075.org>

LtCol Stephen Rocketto, Editor
srocketto@aquilasys.com

C/SMSGt Michael Hollingsworth, Cadet Reporter
Lt David Meers & Maj Roy Bourque, Papparazis
Hap Rocketto, Feature Editor

Vol. IX Issue 9.26

23 Jun, 2015

SCHEDULE OF COMING EVENT

25 JUN-Orientation Flights
30 JUN-Mitchell Ceremony-TRCS Picnic

11-12 JUL-Vietnam 50th-103rd 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 or the wing website at www.ctwg.cap.gov

A partial list of planned events followed. More are being scheduled.

Wing Commander's Call
Cadet Activities-CAC, Encampment,
speech contest, drill contest
Communications and Chaplains Department
meetings
Educational Sessions – 'Operation of the
PDR- 3500 Mobile Tactical
Repeater'
"Of the Year" Award Presentations
Lunch by Wings Sports Bar and Grill
Control Tower Tour

0930-1045 - Photography seminar to
include Cessna mounted Garmin VIRB XE

1100-1230 - Wing Wide Pilot Meeting

1400-Cadet Orientation Flights

Officials from the Northeast Region will attend as
will members of the NER staff

Integrity

June 2015						
SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9 CDR CALL	10	11	12	13 Tranex LISP
14 LISP Cadet	15	16 HLS	17	18 O/F	19	20
21	22	23	24	25 O/F	26	27 EX
28	29	30 Picnic				

2 Senior: Planning	Cadet: Planning
9 Senior CDR Call	Cadet: Organize trailers
13 LISP 13 Tranex HFD 14 LISP 14 Cadet Competition	
16 Senior HLS Picture	Cadet: Character Dev, Leadership, Promotions
18 O-Flight	
23 Senior	Cadet Fitness, Safety, DDR, Aerospace
25 O-Flight 27 EX in west group	
30 Squadron Picnic, Mitchell Ceremony for POE	

Volunteer Service

July 2015						
SUN	MON	TUE	WED	THU	FRI	SAT
			1	2 O/F	3	4
5	6	7	8	9 O/F	10	11 Viet LISP
12 Viet LISP	13	14 CDR CALL	15	16 O/F	17	18 SAR prep
19	20	21	22	23 O/F	24	25 Wing
26	27	28	29	30 O/F	31	

2 O-Flight	
7 Senior: Planning	Cadet: Planning
9 O-Flight 11-12 VietNam 50th BDL 11 LISP 12 LISP	
14 Senior CDR Call	Cadet: Carcter Dev, Leadership
16 O-Flight 18 SAR Eval Prep	
21 Senior : ES Training	Cadet: Fitness, Safety , DDR
23 O-Flight 25 CT Wing Conference Fly-In	
28 Senior	Cadet: Aerospace, Rocketry
30 O-Flight	31 Encampment Staff on site

Excellence

August 2015						
SUN	MON	TUE	WED	THU	FRI	SAT
						1 LISP
2 LISP	3	4	5	6 O/F	7	8 O/F SAR Prep
9	10	11 CDR CALL	12	13 O/F	14	15 GT
16	17	18	19 Aviation	20 O/F	21 Eval	22 Eval LISP
23 Eval LISP	24	25	26 Nat'l	27 O/F Nat'l	28 Nat'l	29 Nat'l
30	31					

1 - 8 CT Wing ENCAMPMENT 1 LISP 2 LISP	
4 Senior: Planning	Cadet: No meeting
6 O-Flight 8 SAR Eval Prep 8 O-flight	
11 Senior CDR CALL	Cadet: Character Dev, Encampment Report, NCSA report
13 O-Flight 15 Ground Team	
18 Senior ES Training	Cadet: Fitness, Safety, DDR
19 Groton Aviation Day 20 O-Flight 21-23 CT Wing USAF Evaluation 22 LISP 23 LISP	
25 Senior	Cadet: Aerospace, Rocketry
26 - 29 CAP Nat'l Conference 27 O-Flight	

Respect

September 2015						
SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3 O/F	4	5
6	7	8 CDR CALL	9	10 O/F	11	12 LISP
13 LISP	14	15	16	17 O/F	18	19
20	21	22	23	24 O/F	25	26
27	28	29	30			

1 Senior: Planning	Cadet: Planning
8 Senior CDR Call	Cadet: Character Dev
12 LISP 13 LISP	
15 Senior ES Training	Cadet: Fitness
22 Senior	Cadet Rocketry
29 Senior	Cadet

Other	Gound	Tranex	O Flight	Meeting	Wing	National
-------	-------	--------	----------	---------	------	----------

This schedule is not a replacement for good communications.

CADET MEETING MINUTES

23 June, 2015

Submitted by

C/SMSGt Daniel Hollingsworth

The Cadets engaged in rocket building activities under the direction of Maj Bourque

Lt Col Rocketto, CTWG Director of Aerospace Education briefed the Cadets on the CAP aerospace mission. Imagery of past Wing and TRCS activities, field trips, lectures, and the formal CAP programs such as rocketry, radio controlled aircraft, and the new science, technology, engineering, and mathematics initiative were discussed. Cadets were counseled to use their self initiative to discover and request activities from the leadership and then undertake them with serious intent.

SENIOR MEETING MINUTES

23 June, 2015

No formal training activity was held. Officers engaged in individual projects.

TEN SQUADRON OFFICERS EARN HOMELAND SECURITY RIBBONS



The Homeland Security Ribbon is awarded when a CAP member participates in ten Homeland Security sorties, "...as defined by the tasking organization, which are in the interest of the defense and/or security of the United States.

Long Island Sound Patrols are assigned by The Connecticut Department of Emergency Management and Homeland Security and flown in cooperation with the U.S.Coast Guard. Most patrols are flown in the summer months on weekends and serve the boating community by locating and reporting vessels in distress. The LISP also examines infrastructure such as bridges, oil platforms, and power plants for unusual activity.

The normal patrol area is Long Island Sound from Fishers Island to Bridgeport with occasional sweeps up the Connecticut and Thames River. The TRCS three man crews have flown almost 10,000 man-hours over the past five years.

The ribbons were awarded to Lieutenant Colonels John deAndrade, Lawrence Kinch, Thomas Wisehart, Richard Doucette, and Stephen Rocketto, Majors Keith Wisehart, Scott Farley, Paul Noniewicz, and Willi Lintelmann, and Captain Edward Miller.



(front left to right): Neilson, Doucette, Miller, and Farley (rear left to right): deAndrade, Wisehart, Rocketto, and Kinch. (Missing from photo: Paul Noniewicz)

AEROSPACE CURRENT EVENTS

Planetary Spectacular

Venus and Jupiter are visible in the west and are so bright you can see them at twilight. The angular distance between them is diminishing and will soon be within six degrees of each other.

A pair of 7X binoculars will discern the four Galilean satellites of Jupiter: Europa, Callisto, Ganymede and Io. These were first discovered by Galileo when he became the first person to use a telescope of astronomical purposes.

If you obtain a larger optical instrument, you will be able to see the disc of Jupiter and resolve its cloud bands. The crescent phase of Venus will also be visible.

By the end of the month, the planets will be separated by the approximate width of the full

moon. This is about the width of a finger when viewed from an outstretched arm.

AEROSPACE HISTORY

Animals Aloft
by
Stephen Rocketto

In the earliest days of manned flight, when Pontius was still a co-Pilate, aviators who ventured into instrument meteorological conditions carried an instrument package consisting of a cat, a dog, and a duck. In order to maintain level flight, the cat was placed on top of the panel. Cats have an innate ability to stand erect with their legs aligned downward in the gravitational field. All the aircraft pilot had to do was observe whether or not the cat was leaning left or right. The direction and acuteness of the lean indicated the direction and angle of the bank. If the cat was standing on the ceiling, an immediate application of rudder and aileron would snap the aircraft back to upright flight.



Feline with aspirations to aviate.

There were some caveats about cats. Old cats were preferred since they had used up most of their nine lives and would exercise more prudence than kittens. Also, cats love to sleep and a sleeping cat is useless as a bank indicator. The dog is there to keep the cat awake. When things got really sporty and the pilot ran out of idea, he could release the duck. No duck flies in IFR conditions so it would immediately head for the ground. All the pilot had to do was follow it down. A seaplane was a better choice of aircraft for this maneuver.

These animals were listed as crew members and

the development of gyroscopic instruments by people like Sperry led to their furlough, a condition of employment well-known to many professional pilots. From that time on, animals only served as crew members on experimental aircraft.

Animals had both their good points and their bad points. They were better behaved than fighter pilots and their salary was peanuts and bananas. On the other hand, the animal rights advocates saw that they got better treatment than the average economy class airline passenger and this could be costly and also interfere with experimental procedures.

The very first flight with living creatures was carried aloft by a Montgolfier Brothers hot air balloon in France in 1783. A duck, a cock, and a sheep named *Montauciel* ("*Climb-to-the-sky*") were sent aloft to test the effects of altitude on animals. One likes to think that these animal heroes were enshrined in *Les Dôme des Invalides* but more likely, they ended up as subjects for the French culinary arts. *Sic Semper Gloria!*



All Aboard!
(Credit:
etc.usf.edu)

Monkey Business

Perhaps the most famous monkeynaut is Ham, a chimpanzee. Ham is actually HAM, an acronym for **H**olloman **A**erospace **M**edical Center, the USAF laboratory which employed him. Ham was trained to react to a light by pushing a lever.

Rather than just a passive passenger with sensors recording vital signs, Ham has a task which he successfully performed, proving that humans could also function in space. Ham retired and lived 17 more years at the National Zoo in Washington and is interred at the International Space Hall of Fame in Alamogordo, N.M. M.



Who's Got the "Right Stuff" now, Yeager?

Smaller animals, various species of primates, required by medical laboratories also go by air. The animal rights activists have launched a massive campaign to end the practice and many airlines have done so. Transocean used to fly rhesus monkeys which were used to help develop the Salk polio vaccine. The monkeys were fed and watered during the flight but were not happy, flinging excrement at the attendants and fouling the air with "monkey perfume."



A DC-4 Load of Crated Rhesus Monkeys

It's a Dog's Life

The Soviets also used dogs. First into space was

Laika, a mongrel picked up off the streets of Moscow. Experimentalist believed that the hard life of a "street dog" would allow it to better endure the stress of the mission, the first animal orbit of earth. However, the Soviets had not yet developed the technology for a safe return so it was a one-way trip for "Muttik."



Laika in her spacecraft doghouse

The Soviet government publications, *Izvestia* (News) and *Pravda* (Truth) issued contradictory reports on Laika's death. One claimed she died when she was euthanized before the oxygen ran out. Another claimed that a poisoned last meal brought about a merciful death. As it turns out, both of these dogmatic assertions were false. Laika survived for only a few hours and was killed by the capsule overheating. This reminds one of a Russian saying, "There is no news in *Izvestia* and no truth in *Pravda*."

Not all creatures meet such unhappy ends. Years back, flying Part 135 on-demand charter, I escorted Morgan, a pure bred hound, to stud. We departed Connecticut for East Hampton, N.Y. Morgan was in good cheer and full of vigor and I allowed him to handle the controls once we were above 1000 feet. I took over for the landing and was chastised on touchdown when he barked, "Ruff." I waited for his return whiling away my time reading the usual collection of aviation magazines in the airport office and dining on peanuts and Dr. Pepper from the vending machines. When Morgan returned, he was not as spunky as when we had departed. His ears had flopped down, asked me for a cigarette, and slept for most of the return flight.

One of the problems faced by the USAF as supersonic aircraft entered the inventory was the survival of the pilot of a supersonic bail-out. In February of 1955, George Smith bailed out of his North American F-100 while it was supersonic, Mach 1.05. The 40G deceleration knocked him out, stripped of his gloves and shoes, and caused severe internal injuries. But Smith survived and after gaining consciousness six days later, he entered a seven month rehabilitation process and returned to flight status. However, Smith's liver was so badly damaged that he could no longer drink alcoholic beverages. The Air Force fighter community was alarmed and petitioned, nay, demanded better protection for supersonic bailouts.

The Air Force bears a heavy responsibility to protect its troops and in order to devise ways to bear the stress of a supersonic bailout commenced an experimental program using capsules which completely enclosed the "ejectee." The candidate to test this concept was, you guessed it, a bear. Bears were chosen because their center of gravity and geometry was matched to that of a human.

In 1962, Yogi, a female black bear, was tranquilized and strapped into a capsule which was ejected from a Convair B-58 Hustler. The capsule deployed a parachute and successfully returned Yogi to earth. This was the first test of a living organism in a capsule ejection system which then became standard on the B-58 and the FB-111. The XB-70 also used this system as did the B-1A.

In future tests, the bears were enticed into the capsules with tasty morsels of fruit and honey. After their first ride, they refused not only the treats but entry into the capsule. Momma Berenson did not raise stupid cubs.



(Photo Credit: USAF)

Bear along with me as we segue to a celebrity bear, Smokey Bear, the forest fire prevention icon. In 1950, the Capitan Gap Fire in New Mexico's Lincoln National Forest burned out 27 square miles of forest. Rescuers found a black bear cub that had climbed a tree to escape the flames. Burned on his paws and legs, the cub was nursed back to health and the news went viral. The bear, originally name "Hotfoot Teddy" was transferred to the National Zoo in Washington. The method of conveyance was aircraft, a Piper PA-12 Super Cruiser sent to New Mexico by Bill Piper himself. Smoky lived happily for 26 more years, dining on fish and peanut butter sandwiches with an occasional side of honey.



Smoky and a Ranger Buddy-Note the special artwork depicting Smoky in Ranger hat and injured forefoot in a sling.

The first paragraph of this article referred to a method by which cats can be used to maintain controlled flight in instrument meteorological conditions. The noted aviator, Roscoe Turner was not satisfied to carry a house cat. His in-flight feline was named Gilmore and Gilmore was a lion! Turner was not only a first class pilot but also a first class showman. His sponsor was Gilmore Oil and its logo was a leaping red lion. Turner acquired the three week old 17 lb cub in February of 1930. In April, Turner loaded Gilmore into his Lockheed Air Express and gave him his first airplane ride.

*Turner,
Lockheed, and
Gilmore fitted
out with a
parachute.*



Turner also had a parachute fashioned for Gilmore which was replaced with larger models as Gilmore grew. At one point, during Turner's aerial wandering, he and Gilmore registered at the Hueblein Hotel in Hartford. Roscoe's paw print served as his signature on the guest book.

Eventually Gilmore grew too heavy to fly with Turner and was retired to California where he went west at the age of 22 in 1952. Gilmore's stuffed remains now dwell in the National Air and Space Museum in Washington.



Lions line up to board a Let 410 in Kenya

Gilmore did not like horses and this resulted in a number of ugly incidents with mounted policemen. The original flying horse was Pegasus who ironically became the logo of the Mobil Oil Company and is also colored red. But Pegasus had to work for a living, carrying Bellepheron on his quests to slay monsters. But today, race horses, show horses, and polo ponies are transported with a light rein.

The larger animals all receive special handling based on the trade organization's International Air Transport Association's "Live Animal

Regulations." Ventilation, temperature, stall dimensions, and hoof time are all considered. Most nations have also signed on to a treaty entitled "Convention of International Trade in Endangered Species of Wild Fauna and Flora." This 88 page document governs the preparation and transport for shipment of live wild animals and plants.

The Miami based World Wide Livestock Services reports that 80% of its business is shipping horses, about 11,000 per year. Shipping a horse is not cheap. The cost runs around \$6,000 from Miami to Europe. This compares to about \$2,000 for an economy class ticket and \$4,000 for first class one way tickets. Generally a groom and the owner travels with the horse but I am unsure if their seats are included with the horses stall. I like to think that their seats are shaped like English saddles but that is only my puckish good humor at work. The remaining 20% of World Wide business is pigs, goats, sheep, and cows. Exotic species are also handled by World Wide and have included lions, giraffes, and zebras.



No 18 Inch Wide Seats for These Steeds

Kalitta Charters which operates a Boeing 727 for Tex Sutton Enterprises note that "...flight crew members are trained to be sensitive to the travel needs of our equine passengers and operate the aircraft accordingly; avoiding steep ascents and descents, steering clear of adverse weather conditions, putting a premium on smooth, uneventful landings and minimizing time between stops all add up to stress free and comfortable travel in a climate controlled environment." In addition, grooms accompany the horses. Humans who must travel "sardine class" can only envy

this treatment.



A Boeing 727 Pony Express

But not all animals require such posh service. Once, I got involved in shipping 60 turtles from Santiago, Chile to the United States. The most difficult part was hiring a shipping agent. The turtles, hardy creatures that they are, were packed in a straw filled box. Once inside, they estivate, a condition akin to hibernation, in which their metabolic rate drops and they enter a deep sleep until environmental conditions are favorable for revival. On another occasion, I flew a father and his young daughter from Fishers Island to Groton. Upon arrival, the daughter realized that she had left her pet turtle at the airport. I returned to Fishers, found the turtle, and returned with it sitting in the right seat.

The horse's cousin, the mule, is the offspring of a donkey and a horse and in many ways is, a superior animal to both its parents. Charles Darwin said that "The mule always appears to me a most surprising animal. That a hybrid should possess more reason, memory, obstinacy, social affection, powers of muscular endurance, and length of life, than either of its parents, seems to indicate that art has here outdone nature." Muleskinners know this for a fact and take advantage of key characteristics of the animal. In the United States, mules have been valued from the "20 mule team" string which hauled borax out of Death Valley to the World War Two mules enlisted by the U.S. Army to carry cargo in the mountains of Italy and the jungles of Burma.

The China-Burma-India Theatre posed a particular problem. The jungles and hills were impassable for wheeled transport. In Burma, Orde Wingate's British Chindits and Frank Merrill's American Marauders adopted mules as pack animals with horses later supplied to make up for losses. Getting the mules to the troops, was

solved using aircraft.

Stalls were fitted into Douglas C-47 Skytrains and the four to six tethered mules and their accompanying attendants were loaded into the cargo area.



Mule Demonstrates Missouri Stubbornness

These could be taken to a forward airfield and then ground transported a location accessible to the battle area. But the Chindits and Marauders operated behind enemy lines. Waco CG-4 gliders were used to deposit the mules into rough fields not open to C-47 operations. When there was no landing option, mules were parachuted in. Mules sometimes exhibited a hesitancy boarding and even more reluctance launching themselves from the open door of the aircraft so force majeure would be supplied by the handlers to encourage the animals to do their duty.



Glider Borne Mule Team

Mules are not the only animals which have been parachuted. In 1948, the Idaho Fish and Game Department needed to remove beavers from habitats which had become unsuitable due to human development or beaver over-population. Much of Idaho's wilderness was open to beaver immigration and the Fish and Game officers worked out a method using a box that would open up on landing. A beaver named Geronimo was the experimental pilot and was repeatedly dropped at a test site to perfect the equipment.

Geronimo received a reward for his service. In one of the first drops, he was parachuted into wild beaver territory accompanied by three female beavers.

Large wild animals require special handling and special aircraft. The USAF used a C-17 to move Keiko, a killer whale, from its pen in Oregon to freedom in the cold waters of Iceland. The 10,000 lb. whale and its 35,000 lb. Like Smoky Bear, Keiko is a celebrity having played Willy in the movie "Free Willy."



*Crated Keiko on a 60K Towner Loader
(Credit: Msgt Dave Nolan, USAF)*

A USAF C-17 was also used to fly Maggie, an African elephant from Alaska to her new home in California. As one might imagine, Alaska is not a hospitable climate for an African elephant and Maggie lacked companionship. Maggie and her crate weighed 17,000 lb. but a C-17 was required because the crate would not fit through the cargo doors of commercial airliners. A Russian cargo plane was rejected because it lacked pressurization. While airborne, Maggie was fed a continuous supply of free apples, bananas, peanuts, and licorice, a notable difference in the treatment of airline passengers who fly sardine class.



Maggie hand fed fresh pineapple by her "flight attendant" (Credit: Tech. Sgt. Keith Brown)

CAP Lt Col Larry Kinch has an interesting story about moving a mommy and baby rhinoceros. His C-130 had just finished a supply run to Thailand when new orders came through. The King of Thailand has just donated the rhinoceri to our National Zoo in Washington and they required transport. The pair were lightly anesthetized to keep them subdued and the flight headed east. Somewhere over the Pacific, west of Okinawa, the sedatives wore off and the mother became rambunctious. An emergency call to Okinawa was made requesting a veterinarian and a load of sedative laced bananas. The landing was made, the rhinos were fed, and the trip to the United States continued peaceably.

Pigs can fly. Swine and much livestock is shipped by air.

The Russian firm AirborneCargo once shipped 1275 pigs to China on a Boeing 747.



And you have heard of flying fish. A big export for South America is tropical fish. Many years ago, in Leticia, Colombia, far up the Amazon, I found a derelict Grumman Duck. The story told me was that the pilot used it to cruise up and down the tributaries of the Amazon, gathering tropical fish from the natives. The central float served as a temporary holding tank. Once back to

Leticia, they were transferred for eventual shipment to Miami.



*The Duck in
Columbia*

Cattle and sheep are common cargo. Once, at Arequipa, in Peru, a Lockheed Constellation landed with a load of sheep. The aircraft needed no radio to herald its approach. It could be smelled on the 45 degree leg to downwind.



*Argentine Woolies are "disembarked" at their
new Peruvian home.*

A major problem in the air transport of animals is the corrosive effect of their urine on the aircraft structure, control wires, and electrical system. A scheme which I once had to fly lobsters to Oklahoma City and return with loads of steak foundered, not only for lack of capital, but because the effect which the salt water in which the lobsters were packed, were highly corrosive.

After the demise of Transocean, the founder, Orvis Nelson moved to Switzerland and formed Air Systems. Denmark was suffering financial woes but saw an export market for their bountiful supply of prime cows. Saudi Arabia desired cattle and for Nelson this was a marriage made in heaven. His new company operated on a shoe string but he managed to purchase three Douglas C-74s, the Globemaster I, from surplus stocks.



*The Douglas Globemaster flown by Air Systems
which crashed in France.*

Unable to register them in the United States, Nelson "arranged" to have them licensed in Panama. The plan was to move pregnant cows, set to deliver within the month, from Europe to the Middle East. Maintenance problems, lack of financing, the need to offer "gratuities" to an army of airport officials, and the unwanted attention of the Danish aviation authorities were some of the problems which the ever resourceful Nelson overcame. But one night, near Marseilles, France, after a refueling stop, one of his C-74s crashed killing the crew of six and 72 cows were incinerated. Air Systems passed into history.

Our own Pilgrim Airlines once lost a load of parakeets. They had been placed into the nose compartment of a Twin Otter along with lobsters packed in dry ice. As the dry ice sublimated, the gaseous carbon dioxide asphyxiated the birds.

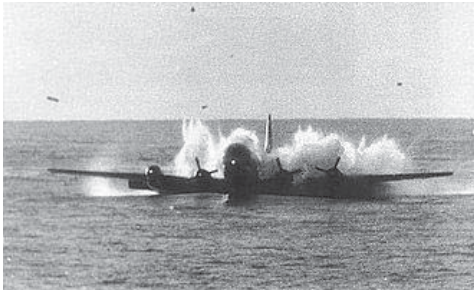
But Pan American set a world record for killing parakeets. In 1956, the PanAm *Clipper Sovereign of the Seas*, a Boeing 377 Stratoliner, under the command of Capt. Richard Ogg, departed Honolulu on a night flight to San Francisco. An overspeed occurred in one of the engines and the prop failed to feather, creating excess drag. A second engine soon failed and the navigator calculated that they had insufficient fuel to reach the mainland. Ogg decided to ditch at Ocean Station November, a weather ship, the *USCG Cutter Pontchartrain*. Ogg circled the *Pontchartrain*, burning off fuel, preparing the passengers and crew, and waiting for daylight.



A PanAM Boeing 377 Stratocruiser

When the sun rose, Ogg made several practice approaches and executed the ditching. The Ponchartrain spread “oil on the troubled waters” to calm the seas.

All of the passengers and crew survived and after making two passes through the cabin to assure that everyone has got out, Ogg abandoned ship. The Sovereign of the Seas sank taking 44 crates of parakeets down with it.



Ogg executes a perfect ditching
(Credit: William Simpson, USCG)

Singapore Airlines had 174 sheep die on a flight from Perth to Singapore. The deaths occurred because of a ventilation failure. Records indicate that the mortality rate in animal shipments is around .03% or about 3 deaths for 10,000 animals shipped.

The treatment of animals at the terminal is improving. ARK Development will construct a 178,000 square foot animal departure and arrival “lounge” at JFK in New York. The \$48 million facility will be USDA approved and operate full time offering veterinary services, pet boarding, quarantine facilities, and an import-export center.

I would be remiss if I did not mention the animal flights of fancy offered up the entertainment industry.

This essay has only touched on the margins of the story of animal air cargo. You name the fauna and it has probably been flown from one place to another for some reason or another.

AIR COMBAT COMMAND AND CAP

A realignment of force structure will move the Civil Air Patrol for the Air Education and Training Command at Maxwell Air Force Base to in Alabama to Air Combat Command (ACC) at Joint Base Langley-Eustis in Virginia.

Air Force General Hawk Carlisle, command of ACC, toured Civil Air Patrol Headquarters this month and was briefed by Maj Gen Joe Vazquez, Civil Air Patrol Commander, on the many missions which CAP undertakes for the USAF.

At present, CAP flies approximately 90% of the USAF overland search and rescue (SAR) missions in the United States. Last year, 85 lives were saved and 669 SAR missions were flown.

Less well known missions are CAP's Surrogate Unmanned Aircraft Systems program provides pre-deployment training to U.S. troops involved in air-to-ground operations. Some CAP aircraft are equipped to carry the observation ball used by surveillance drones. This frees the drones for real missions and saves money.

Homeland Security and Counterdrug missions are also undertaken by CAP units. Connecticut units participate in both these activities. The Long Island Sound Patrols are sponsored by the Connecticut Department of Emergency Management and Homeland Security and flown in cooperation with the the USCG. Drug enforcement missions are tasked by local, state, and federal law enforcement agencies. In some states, CAP aircraft assist in air defense interceptor training, acting as “targets of USAF and Air National Guard fighter planes.