

Missions for America  
*Semper vigilans!*  
*Semper volans!*



## The Coastwatcher

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

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### SCHEDULE OF COMING EVENTS

#### 29 November-O Flights

02 DEC-TRCS Meeting  
07 DEC-O Flights-Simsbury  
10 DEC-TRCS Meeting  
14 DEC-TRCS SAREX  
17 DEC-TRCS Holiday Party  
24 DEC-No Meeting  
31 DEC-No Meeting

07 JAN-TRCS Meeting  
14 JAN-TRCS Meeting-Commander's Call  
21 JAN-TRCS Meeting  
28 JAN-TRCS Meeting

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

### CADET MEETING

26 November, 2013

submitted by  
C/A1C Virginia Poe

Cadets were quizzed on their knowledge about the chain of command.

C/2dLts Schultz and Tynan conducted a uniform inspection.

Inspection was followed by a team building exercise led by Tynan who also discussed the differences between leaders and followers.

A briefing on Thanksgiving safety was presented by C/A1C Robinson.

Six cadets were promoted.



*Cadet Matthew Johnstone received his senior master sergeant insignia.*

*Staff sergeant stripes were presented to Cadet Sean O'Toole.*



Three cadets, Virginia Poe, Michael Hollingsworth, and Daniel Hollingsworth, and Virginia Poe are now airmen first class.





Cadet Molly Ray is the squadron's newest airman.



*(Cadet Photos by Maj Roy Bourque)*

**SENIOR MEETING**

*26 November, 2013*

*submitted by*

*Maj Paul Noniewicz*

Aircrew reviewed the format of the Aircraft Information File (AIF). One item concerned updating the communication frequencies for each aircraft, listing them in the Long Island Sound Patrol Operation Plan, and using Tab 8 as a reference source. A second item of concern was the listing of additional equipment in Tab 7.

**COX EARNS LOENING AWARD**

Capt Brandon Cox, a former cadet, has completed Level III of the Senior Member Professional Development Program. The award is presented for achievement in leadership and professional development.



Cox is a former member of the Oklahoma Wing and is presently enrolled in the US Navy's Submarine School where we hope he is keeping his head above water. Currently, Cox participates in Squadron activities, holds a Master Rating in Personnel and serves within our personnel section.

Sadly, Cox will soon leave us for the State of Washington where he will continue training for his duty assignment on board a ballistic missile submarine. He will then transfer to Newport News where his intended ship, the USS Maryland, is completing a refueling and overhaul.

The Fleet's gain will be the Squadron's loss.

**AEROSPACE CURRENT EVENTS**

The Seattle based International Association of Machinists have rejected a contract which had been offered by Boeing. Boeing is threatening to move the production facilities for the planned Boeing 777X out of state. North Carolina has now offered financial support to build facilities which would supplement the 787 assembly site located at North Charleston, South Carolina.

Boeing, whose name is synonymous with Seattle and is the largest employer in Washington seems to be on a course which will lighten its footprint there. Its corporate headquarters have been moved to Chicago and the non-union atmosphere, lower wage scales, and financial incentives offered by state governments in the southeast are tempting reasons for reducing its facilities and staffing in Washington.

## AEROSPACE HISTORY

### *Grover Loening*

The Loening Award is named after aviation pioneer Grover Loening. In 1920, he earned the first degree in aeronautical engineering awarded by Columbia University.

Loening then joined the nascent aviation industry and while working for New York's Queens Aeroplane Company modified a glider with an engine, hull, and floats. The aircraft made some shaky flights several months before Glenn Curtiss flew his much more successful hydroplane.

Loening then joined Orville Wright in Dayton, serving as his assistant and designing aircraft. A year later, he traveled to San Diego and became Chief Engineer of the US Army's Aviation Section.



*Grover Loening with Orville Wright*

*(Photo Credit: CHIRP, publication of The Early Birds of Aviation)*

He soon left to form his own firm, Loening Engineering Corporation, which worked on Army and Navy contracts during World War I.

The end of the war saw Loening flourish as an aircraft designer. His record setting Flying Yacht was one of the first aircraft to enter the market for what is now called general aviation aircraft. Leroy Grumman got his start working for Loening. In 1921, Loening was presented with the Collier Trophy for his breakthrough.

The Flying Yacht was followed by the Loening Amphibian, equipped with a retractable undercarriage.

For the next fifteen years, Loening continued his industrial career. Influenced aircraft design, and also served as a consultant to the ambitious Juan Trippe's Pan-American Airlines.



*The Navy as well as the Coast Guard, and Marines employed the Duck.*

Loening's influence on Grumman is illustrated by these pictures of the the grumman G-15 Duck, know to the Navy as the J2F and the Army Air Force as the OA-12.



*Used by the USAAF and USAF for SAR, this particular airplane starred in the movie, Murphy's War.*

For the rest of his life, he remained a staunch advocate of aviation, writing books, lecturing, and serving on numerous committees and garnered numerous prizes, among them the Wright Memorial Trophy and the Guggenheim Medal.

## *The 1926-1927 Pan-American Good Will Flight*

In 1926, the US Army sent five Loening OA-1A amphibians, each named after a prominent US city, on what was called the Pan-American Good Will Flight.

The flight promoted Army aviation, explored air routes in Central and South America, provided a valuable training opportunity, and carried messages of friendship to every capital city except La Paz Bolivia whose altitude exceeded the performance abilities of the aircraft. They also visited several Caribbean islands and the European British, French, and Dutch colonies in the Guianas.

The Army pre-positioned 50,000 gallons of aviation fuel and 5,000 gallons of oil along the route. Each aircraft was manned by two pilots, one of whom also had to have an ability to serve as a mechanic.

The flight was commanded by Maj. Herbert Dargue in the *New York*, accompanied by Lt. Ennis Whitehead. The *San Antonio* was piloted by Capt Arthur McDaniel and Lt. Charles Robinson. Capt. Clinton Woolsey and Lt. John Benton flew the *Detroit* and two lieutenants, Bernard Thompson and Leonard Weddington manned the *St. Louis*.

The fifth aircraft, the *San Francisco* was the only aircraft to make every one of the planned scheduled stops and was flown by two airmen who would achieve prominence: Capt Ira Eaker, a future General, bomber commander in World War II, and a key figure in promoting an independent air force crewed with Lt. Muir Fairchild, who became the first commandant of the Air University. The main academic building at the USAF Academy, the library at the Air University, and Fairchild AFB all honor him by carrying his name.

*The San Francisco  
on Display at Udvar-  
Hazy*



*Details of the Flight Logo and Crew Names on the  
San Francisco*

After intensive preparation, the flight departed San Antonio's Kelly Field, on 21 December, 1926 on a grueling 22,000 mile journey involving 59 flying days and 74 stops for diplomatic meetings, celebrations, and aircraft maintenance.

One tragedy marred the Good Will Flight. The *Detroit's* landing gear had been damaged and could not be lowered by the hand crank in the cockpit. When landing at Palomar, Argentina, Lt Benton went out on the lower wing to lower the gear by an alternate method. He left his parachute behind in order to have better freedom of movement. While working on the gear, the *Detroit* drifted into the *New York*. The aircraft locked together and were uncontrollable. Maj Dargue and Lt. Whitehead bailed out and survived. In the best traditions on aviation, Capt Woolsey fought to regain control and save his helpless comrade. Both died in the crash.

The mission ended 133 days later on 2 May, 1927 when the surviving aircraft landed at Bolling Field, Washington, D.C. Each flyer received the newly created Distinguished Flying Cross and the mission was awarded the Mackay Trophy as the most meritorious flight of the year.

Three weeks later, Lindbergh successfully soled from New York to Paris and the Pan American Good Will Flight's accomplishments were obscured as the klieg lights of fame were focused on "the Lone Eagle." *Sic Semper Gloria Mundi!*