



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

24 MAR-TRCS Meeting
31 MAR-TRCS Meeting

18 APR-CT High Power Rifle Clinic
18 APR-Pilot Meeting-MMK
21APR-TRCS Meeting-Guest Speaker
18-26 APR-Ground SAR at McGuire
25 APR-2 MAY-Aircrew School at McGuire
25 APR-CTWG TRAEX
25 APR-O Flights at GON

14-15 MAY-NER Aerospace Education School-
Ft. Indiantown Gap, PA
16 MAY-Commander's Cup Rocket Contest
15-17 MAY-NER/PAWG Conference-Ft.
Indiantown Gap, PA

13 JUN-CTWG Op Eval TRANEX

01-08 AUG-CTWG Encampment
21-23 AUG-CTWG/USAF Evaluation
15-23 AUG-NER Glider Academy@KSVF
26-29 AUG-CAP National Conference

12 SEP-Cadet Ball-USCGA

CADET MEETING REPORT

17 March, 2015

No Report

SENIOR MEETING REPORT

17 March, 2015

Submitted by
Rocky Petauristini

Formal training was carried out in small groups.
Officers work on individual projects.

AEROSPACE CURRENT EVENTS

NASA Experiments with New Flap Concept

NASA'S Armstrong Flight Research Center and the USAF Research Laboratory have been testing a new concept in flap design. Flaps are used to change the lift on a wing or create drag and are designed to deploy in a number of ways.

The Adaptive Compliant Trailing Edge (ACTE) project is testing a flap which can change its shape by twisting or bending its surface. The experimenter's are using a modified Gulfstream III to gather data on the performance at different flap settings.

The flaps can be twisted or bended in flight but the current series of tests are all being run at a constant flap setting to provide baseline data.

The new concept holds some promise for decreasing fuel consumption, improving

aerodynamic performance, and reducing aircraft weight.

AVIATION HISTORY

Looking Back on the Coming “Record Setting” Week

18 MAR, 1952-The longest sustained jet flight in history ends when two USAF F-84 Thunderjets land in Germany after a 2,800 mile, 4^{hr} and 48^{min} un-refueled flight from the United States.



Republic F-84A in Thunderbirds Livery

19 MAR, 1921-A Davis-Douglas Cloudster broke an altitude record by climbing to 19,160 feet. The Cloudster was a one-off aircraft and was the first airplane to airlift a useful load which exceeded its own weight.



Designed for a coast-to-coast journey, it failed on its only attempt due to engine failure. After passing through a number of hands, it was lost after a shallow water landing off the California coast. (Credit: San Diego Air Museum)

20 MAR, 1999-Brian Jones and Bertrand Piccard, complete a non-stop round-the-world balloon flight in the Breitling Orbiter 3. The 46,759 mile flight took 19 days, 21 hours and 55 minutes.



The Breitling Orbiter 3 departed from Switzerland, circled the world, and landed in Egypt. (Credit: Breitling)

21 MAR, 1909-Henri Farman flies a Voisin 1907 a distance of 6,275 feet in a 3^{min} 47^{sec} flight at Issy-les-Moulineaux, France. Farman, like the Wrights and Glenn Curtiss got his start racing bicycles.



Farman and Voisin display what the well-dressed aeronaut work in 1907-no aviator glasses or big wrist watch visible.

22 MAR, 1927-Western Canada Airways pilots Bernt Balchen, J. R. Ross and F. J. Stevenson flew the largest airlift of freight (17,894 lbs) during Canada's Churchill Airlift. The flights carried vital survey equipment and supplies to ice-bound Churchill Manitoba and marked Canada's use of aircraft to open up the Arctic. The airlift used the Fokker Standard Universal.



Ross, Balchen, Mechanic Alward, and Stevenson pose in front of their Fokker.

23 MAR, 1948-Grp. Cpt. John Cunningham sets a new world altitude record of 59,446 ft in a de Havilland Vampire. The 45 min. flight reached 50,000 feet in 13.5 minutes.

Cunningham joined de Havilland in 1935 as an apprentice in their renowned training program. He then joined the RAF and achieved fame as their highest scoring night fighter ace. Nineteen of his 20 kills were scored at night, most of them flying with his radar operator, Jimmy Rawnsley. After the war, he resumed work with de Havilland as a test pilot.



Cunningham and Rawnsley and the Bristol Beaufighter which they flew at that time.
(Credit: Imperial War Museum)



He was known as “Cat-Eye” Cunningham, a name which he abhorred. Supposedly, the legend of his remarkable night vision was propagated to conceal the fact that the British were using radar for night time intercepts.

The name of the aircraft type, Vampire, used to set the altitude record was apropos for this night stalking killer.



This is a DeHavilland FB.52 Vampire bearing markings of the Air Force of Lebanon. The Vampire was first produced at the very end of the 2nd World War. Interestingly, it is partially built from wood!

24 Mar, 1932-Jim Mollison lands in Capetown, South Africa to set a new speed record of 4 days 17 hours on his flight from the United Kingdom. His aircraft is a de Havilland Puss Moth.

A year later, Mollison completes the first solo east-west crossing of the Atlantic from Ireland to New Brunswick.



Mollison's Puss Moth was named “The Heart's Content.” Mollison also used this aircraft to complete the first solo east-west crossing of the South Atlantic

He married aviatrix Amy Johnson after and eight hours after meeting her and they established a number of records together.

In July of 1932, Johnson broke Jim's record for the UK-Capetown route.

In 1933, she and her husband flew a de Havilland DH.84 Dragon from South Wales, crashing at Lordship Point in Bridgeport, Connecticut after running out of fuel. They were only 20 minutes away from their ultimate destination, Floyd Bennett Field in Brooklyn and one minute short of the Bridgeport Airport.



Wreckage of their aircraft, named Seafarer, in a swamp on Lordship Point.

*Wreckage of Mollison and Johnson in a Bridgeport hospital.
(Credit: Associated Press)*



Amy and Jim divorced but both served in the Air Transport Auxiliary ferrying aircraft for the RAF. Amy was lost over the Thames Estuary when she ran out of fuel in bad weather.

Mollison survived the war, remarried, opened a pub developed a drinking problem, lost his pilot's certificate, and went to live in a temperance hotel where no alcohol was served.

25 MAR, 1966-The longest low-level penetration flight to date was flown in an F-111A by Lt. Col. R.C.W. Blessley, USAF. Blessley flew a 1,202 mile flight at 1,000 feet over terrain which varied from 200 feet mean seal level to 10,000 ft. msl.

Lt. Col. Blessley was an Air Force Brat. His father was a World War I aviator who was still active military in the 1930s. Blessley, the son, was an aeronautical engineer and director of the F-111 Joint Test Force. During this time, he became carrier qualified.

The General Dynamics Aardvark, as it was known, had a checkered career. It was promoted by Secretary of Defense Robert McNamara as an aircraft suitable for both USAF and USN attack missions. Too large for carrier operations, the F-111 was rejected by the Navy. The Air Force continued its development.



Prepping an Aardvark!

The supersonic aircraft was the first production aircraft to employ variable sweep wings. It had a unique crew escape capsule, special terrain following radar, and long range capabilities.

Aardvarks saw limited service in Vietnam. In 1986, they flew the longest fighter combat mission in history, England to Libya and return, a 6,400 mile, 13 hour journey. Later they were employed in the Gulf War and found a special place as an electronic counter-measures aircraft. The only other nation to employ the F-111 was Australia which has since retired its fleet.



An EF-111 recognizable by the "pod" mounted on top of the vertical stabilizer. The "escape capsule" is displayed in front of the right wing.