



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*

18 JAN-TRCS Ground School  
20 JAN-TRCS Meeting  
21 JAN-CTWG Staff Call  
25 JAN-TRCS Ground School  
27 JAN-TRCS Meeting  
31 JAN-01 Feb-CLC at Bridgeport  
03 FEB-TRCS Meeting-Staff Meeting  
07 FEB-TRCS Ground School  
10 FEB-TRCS Commander's Call  
14 FEB-Orientation Flights  
15 FEB-TRCS Ground School-Training  
17 FEB-TRCS Meeting  
22 FEB-TRCS Ground School  
24 FEB-TRCS Meeting-Field Training

### CADET MEETING REPORT

*13 January, 2015*

Cadets braved the cold weather and performed outdoor drill exercises.

C/SMSgt Michael Hollingsworth delivered a briefing on CAP customs and courtesies.

2dLr Joel Drost led a character development session.

Lt Col John deAndrade, Squadron Commander briefed the Cadets on TRCS goals for 2015.

### SENIOR MEETING REPORT

*Commander's Call*

*13 January, 2013*

Lt Col John deAndrade led the meeting. The meeting was a telephone conference and absent members could participate electronically.

Maj Paul Noniewicz conducted the monthly safety briefing. He discussed National and Regional safety policies and the Millstone Nuclear Power Plant warning and evacuation plan.

Maj Willi Lintelmann talked about the trends in the monthly cost of electricity and communications.

Lt Col deAndrade reviewed the TRCS goals for 2015. These goals are presented in a separate article.

He also noted the changed in CAPR 60-1 and directed aircrews to study the changes.

Lt Col Kinch, Administrative Officer, announced the the Squadron duty list has been posted.

Maj Scott Farley, Emergency Services Officer, announced that the meeting next week will offer introductory communications training, a mission preparation discussion, and guided work on SQTRs.

C/2d Lt Jessica Carter reviewed Cadet activities.

Maj Willi Lintemann instructed Officers claiming reimbursement must not combine personal and CAP purchases on the same receipt. A separate receipt is required for CAP purchases.

### **2015 SQUADRON GOALS**

The theme is for 2015 is “Meet Less, Do More.”

Activities which Squadron members participate have stated and measurable objectives. For example, the first meeting of each month is a staff meeting need not be attended unless a member has staff duties or wishes to contribute to planning.

The second meeting of the month is Commander's Call and is mandatory. For those unable to attend in person, conference call links will be established.

The third meeting of the month will be a training session with an agenda set for either group participation, individuals training, or administrative work.

The fourth meeting of the month will be involve field training: For example, Cadets might learn how to use the L-Per radio direction finder or seniors members might practice radio communications.

If there is a fifth meeting, it will be used to fill-in or catch-up on items not fully covered during the preceding four weeks.

So, for example, an Officer who has achieved Level and holds three specialty rating might not attend a class but he might teach or evaluate other members.

However, all active members should devote a minimum of three hours per month to Squadron activities.

The Goals and Objectives are listed below.

Fly 20 hours per month per assigned aircraft.

The Squadron will be 100% Yeager award certified. New senior members will earn this award upon achieving Level One.

All Cadets will participate in the Orientation Flight Program.

All Cadets will earn a promotion every six months.

TRCS will earn the Cadet Squadron of Merit.

TRCS will provide core support for the upcoming Wing SAR evaluation.

TRCS will develop a qualified Ground Team.

The fundraiser goal is 120% of the squadron budget.

The Squadron Phone Alert will be exercised each quarter.

Seniors will be 100% ICUT qualified.  
New senior members will earn this qualification upon achieving Level One.

The Squadron will submit one news items to local media each quarter.

TRCS will foster a culture of safety.

Each senior member will be active in squadron activities and meetings for a minimum of three hours per month.

### AEROSPACE CURRENT EVENTS

#### *Boeing vs. Airbus*

For the third year in a row, Boeing out delivered European rival Airbus. In the past year, Boeing delivered 647 aircraft to 544 for Airbus.

Currently Boeing produces the 737, 747, 767, 777, and the 787. The product line for Airbus consists of the A320, A330, A340, A350, and A380 families.



Boeing's most produced commercial aircraft is the 737 family (above) with about 6,000 delivered. The Airbus 320 family (below) numbers around 5,000 deliveries.

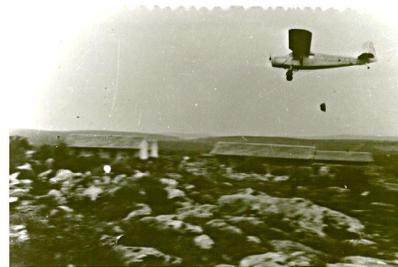


### AVIATION HISTORY

#### *Chronology of the Week*

15 JAN-Seven different aircraft made their first flights on this day.

1935-The Polish RWD-13 was a three seat light aircraft powered by a 130 HP engine. About 100 were produced. Used as air ambulances and liaison aircraft by a number of nations, their most odd employment was with the air arm of the *Haganah*, the Jewish resistance movement in Palestine. They were used for supply drops to isolated units and armed with hand guns and hand grenades. Eventually, in 1948, two of them were the first aircraft in the Israeli Air Force .



*A Haganah RWD-13 drops supplies to Kibbutz Yehiam in 1948. (IAF Archives)*

1937-The Beech 18 “Twin Beech” had a 33 year production run. Some 9,000 were manufactured and used in a wide variety of roles: commuter aircraft, freighter, and a number of military trainers. The military nomenclature included the C-45 Expeditor, the SNB waggishly known as the “Secret Navy Bomber,” the AT-7 Navigator, and, the AT-11 Kansan. Volpar and Hamilton converted many of them to a nose wheel configuration with turbo-prop power.

*AT-11 Kansan, a bomber and gunnery trainer is Cuban Air Force livery.*





*A Beech Model 18 modified to test aircraft lighting systems for Grimes Manufacturing Company, a Honeywell subsidiary.*

*GON based Pilgrim Airlines flew this nose wheel and turbine equipped modification of the Beech 18.*



1943-Vultee Aircraft produced the XP-54 Swoose Goose as a potential fighter. The configuration was non-standard, only two were built and its performance was disappointing.



*XP-54 exhibits its pusher prop and twin boom configuration. (USAF Photo)*

1947-Kaman Aircraft in Bloomfield, Connecticut produced its first experimental helicopter, the K-225 utilizing a unique intermeshing rotor system. A turbine engine was installed in one of the test vehicles giving the K-225 pride of place as the first turbine powered helicopter.



*A K-225 resting in the Kaman hangar in Bloomfield.*

1954- France's Nord *Gerfaut* (Gyrfalcon) was an experiment in the delta wing. The Gerfaut was the first European aircraft to exceed Mach One in level flight without the use of afterburners.



*A Gerfaut, boarding ladder in place, awaits a pilot.*

1990-Danel Rooivalk (Red Kestrel) was an attack helicopter built in South Africa and similar in shape and mission to the AH-64 Apache. Only a dozen were built and found limited service with United Nations forces in the Democratic Republic of the Congo.



*Desert camouflaged AH-2 Danel Rooivalk*

2002-Airbus 318 is the smallest of the Airbus family and was produced in small numbers to fill a narrow niche in payload and range.



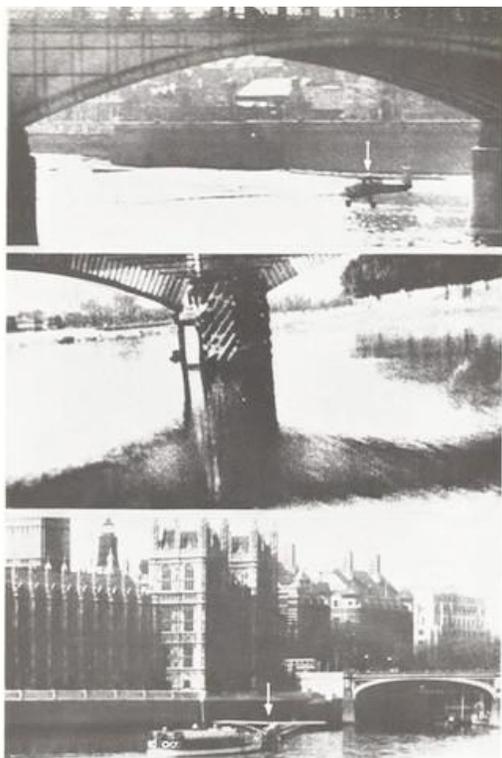
*A318 carries the Airbus brag, "Whatever your size, we have it." (Courtesy civil aviation.eu)*

16 JAN 1991-Christopher Draper, the “Mad Major,” goes West.



On 05 May, 1953, Draper, a WW I Navy and RFC pilot, flew an Auster J/1 Autocrat under 15 of the 18 bridges on the Thames River.

17 JAN 1889-Nevil Shute Norway, a well known author and lesser known aeronautical engineer was born. Better known by his *nom de plume* as Nevil Shute, he worked for Vickers-Armstrong under Barnes Wallis as a stress calculator and later chief engineer in building the highly successful dirigible R100. Later, he was a founder of Airspeed Ltd., builders of the Oxford trainer and Envoy transport. These details are available in his book, *Slide Rule, The Autobiography of an Engineer*.

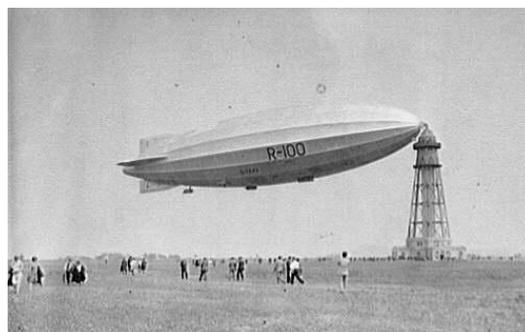


In this top photograph a cameraman caught the Auster as I passed under one of the Vauxhall Bridge arches. Middle: Pilot's eye view of Putney Bridge—from the film of the flight. Passing a pleasure boat (bottom) near the Houses of Parliament, with Westminster Bridge to the right. The weather conditions on this occasion were perfect—dead calm throughout—and I was very much tempted to return along the route and fly under the three bridges I had missed in the original run.



*Oil portrait of Nevil Shute (nevilshutenorway.org)*

*Below: R100 moored at St. Hubert, Quebec after a successful transatlantic crossing. (Theodor Horydczak-U.S. Library of Congress)*



**FLIGHT UNDER BRIDGES**  
**PILOT'S LICENCE SUSPENDED PROVISIONALLY**

Major Christopher Draper, who on May 5 flew under 15 Thames bridges in a hired Auster aircraft, has had his private pilot's licence suspended. He has received a letter from the Ministry of Civil Aviation, stating: "In the light of reports of the flight of an Auster G/AGYD, piloted by you on May 5, 1953, during which the aircraft was observed to fly beneath the spans of a number of Thames bridges, the Minister of Civil Aviation has decided to suspend provisionally your private pilot's licence No. 98, pending investigation of the case." The letter instructed him to "surrender his licence forthwith."

Major Draper said after his flight that he did it "to prove he was not too old at 61."

*(Credit: The Mad Major, Aero Publishers, 1962. The picture on the top right was taken by a Mirror photographer.)*



*Airspeed Mk.1 Oxford at Duxford*

His apocalyptic novel, *On the Beach*, was made into a major motion picture starring Gregory Peck, Ava Gardner, and Fred Astaire. A prolific author, he published two dozen novels, four of which were made into films. One, *No Highway*,

was filmed as *No Highway in the Sky* and starred actor-aviator James Stuart and Marlene Dietrich.

Stewart plays Theodore Honey, an eccentric scientist who has been studying the mysterious crash of an aircraft called the Rutland Reindeer. He theorizes that metal fatigue, induced by a periodic vibration of the empennage caused the crash.

As chance would have it, he is aboard another Reindeer flying to the crash site and detects the tell-tale vibration. His attempts to warn the crew and authorities is not heeded so he decides to take action on his own. Audio versions are available on *You Tube*, one of the film and one of a Lux Radio Theatre version and the book is available to those who wish to find out what happens.

18 JAN 1973-Eugene Ely departs Selfridge Field, San Francisco and lands on an improvised 120 foot long deck built on the stern of the cruiser, USS Pennsylvania. The feat, performed in a Curtiss Model D.



*(Ely alights on USS Pennsylvania (Navy Historical Center)*

19 JAN 1983-Ham, the Space Chimp goes West. Ham is named after the **H**olloman **A**erospace **M**edical Center which trained him to be the first *hominidae* in space.



*(Left)  
Ham encapsulated.  
(Credit: NASA)  
(Below)  
Ham's memorial plaque  
at the International  
Space Hall of Fame,  
Alamogordo, New  
Mexico.*



20 Jan 1938-Flight Refueling Limited, a company started by aviation great Alan Cobham, employs a Whitworth AW.32 to refuel a Imperial Airways Short Empire Class flying boat using the looped hose system.



*The looped hose system at work.*

21 JAN 1951-An RAF English Electric B.2 Canberra makes the first non-stop unrefueled Atlantic jet flight from Northern Ireland to Gander, Newfoundland.



Canberra B.2 at Duxford



22 JAN 1907- Douglas “Wrong Way” Corrigan is born. Douglas Corrigan was a talented mechanic and pilot. In California, he worked for Ryan and helped to assemble Lindbergh's *Spirit of St. Louis*. k to prepare for his historic flight. Supposedly, he pulled the chocks out when Lindbergh departed for New York

Corrigan's ambition was return to the “auld sod” by means of an Atlantic solo flight. Three years after Lindbergh success, he purchased a used Curtiss Robin and installed a Wright Whirlwind engine and extra fuel tanks. His modification drew the attention of officialdom who deemed his aircraft unairworthy and he was denied permission to make a trans-Atlantic flight.

On 9 July, 1938, armed with an experimental certificate, he gained permission to fly to New York and return to California On July 16<sup>th</sup>, early in the morning he departed Brooklyn's Floyd Bennett Field. Later, he reported that darkness and clouds prevented observation of landmarks. Twenty eight hours later, Corrigan alighted at Baldonnell Aerodrome in County Dublin, Ireland.

Corrigan gained instant recognition as a hero in both Ireland and the United States and officialdom, wary of domestic and international pressures, suspended his pilot's certificate for 14 days, the time it took for him to return with his aircraft aboard the *SS Manhattan*.



Corrigan played himself in RKO's motion picture, *The Flying Irishman*.



For the rest of his life, Corrigan insisted that the flight occurred due to a bad navigation mistake. His autobiography title, *That's My Story*, is a reference to a stock phrase which he used whenever questioned about whether the flight was deliberate of a the “mistake.” He always said the eastbound flight was a mistake and “That's my story and I sticking to it.”

23 JAN 1951-Chesley Burnett “Sully” Sullenberger III, is born. Sully achieved fame for his successful ditching of his Airbus A320 in the Hudson River after his engines digested a flock of Canada geese.



The aircraft was salvaged and is being rebuilt at the Carolinas Aviation Museum, Charlotte, N.C.