



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

- 15 APR-TRCS Meeting
- 19 APR-CSRRA AR-15 Rifle Rifle Clinic
- 22 APR-TRCS Meeting
- 26 APR-04 May-NER Mission Aircrew School
- 28 April-
- 29 APR-TRCS Meeting

- 10-11 MAY-CTWG East Group CLC-HFD
- 10 MAY- CTWG SAREX at MMK
- 17 MAY-Commander's Cup Rocketry (tentative)
- 17-18 MAY-Quonset Airshow
- 30 MAY-Ledyard Aerospace Festival

- 16-21 JUN-Bi-State SAREX (CT/RI/)
- 04 JUL-GON Parade and Squadron Picnic
- 19 JUL-02 AUG-Nat'l Emergency Services Acad.
- 08-16 AUG-CTWG Encampment-Camp Niantic
- 23 AUG-Wing Wide SAREX-HFD
- 20 SEP-Cadet Ball-USCGA (tentative)

- 01 OCT-CTWG Commander's Call and CAC
- 17-19 OCT-CTWG/NER Conference
- 16-18 OCT-NER AEO Course at Conference
- 18-25 OCT-NER Staff College-New Jersey

CADET MEETING

08 April, 2014
submitted by
C/SSgt Virginia Poe

Cadets drilled in preparation for participation in the Mystic and Noank Memorial Day and Independence Day parades.

Following the return to the squadron, cadets took a brief quiz on CAP general knowledge.

Major Wojtcuk taught a Character Development lesson on the importance of integrity. This was her last lesson. For seven years, she was the Character Development Officer and was the DCC. We wish her luck in her future endeavors and thank her for all she has done for our squadron.

A promotion ceremony concluded the meeting. Cadets Eichelberg and Virginia Grace Poe were promoted to Cadet Staff Sergeant. Cadets Ryan and Ian Poe were promoted to Cadet Airman. Cadet John Meers was promoted to Master Sergeant and Cadet Christian Tynan was promoted to Cadet First Lieutenant.



Cadet Eichelberg has C/SSgt insignia pinned on by Maj Noniewicz and Mrs. Eichelberg.

Noniewicz and Mrs. Poe attach C/SSgt Poe's new stripes.





Cadets Ryan and Ian Poe received their Curry Awards.



Cadet John Meers advances to C/MSgt



US Navy sailors place C/1stLt epaulettes on Cadet Tynan



*Cadets Drost and Wadsworth receive the First Flight certificates.
(All Photos by Maj Bourque)*



15 April, 2014
submitted by
C/SrA Michael Hollingsworth

PT was cancelled due to the heavy rain.

The meeting time was devoted to rocket building.

C/Capt Schultz requested that cadets sign-up for their teaching responsibilities during the next quarter.

SENIOR MEETING

08 April, 2014

submitted by

Maj Paul Noniewicz & Maj J. Scott Farley

Commander's Call

Maj Bourque will lead the effort during our spring maintenance projects.

LtCol Kinch is drilling the cadets in preparation for marching in the Fourth of July parade in Groton. A picnic at our headquarters will be held afterwards.

The Squadron has received funding to conduct 5.4 hours of proficiency flights in April. A discussion was held discussing the training requirements.

Lt Dickinson conducted a safety brief on the health hazards of marijuana and alcohol use, especially the dangers and impact for pilots and aircrews.

The Squadron will participate in the region wide exercise on 28 April. The Squadron role has not yet been assigned.

Capt Lintelmann briefed the squadron on our financial status.

The new report guidelines promulgated by Wing were discussed.

15 April, 2014

submitted by

Maj. Raoul Lufberry, USA Air Service
94th Aero Squadron

LtCol reported details of the upcoming airport construction. Work on the EMAS, the frangible concrete overruns and the PAPI landing light system will mean the closure of Runway 5-23 for up to six weeks.

Plans were made to fly training missions during the last two weeks of April.

Plans were discussed for participation in the special drill which will be held at Groton on 28 April.

TRCS ORIENTATION FLIGHTS

*submitted by
Maj Scott Farley*

On Thursday, 03 April, Maj Farley flew syllabus 9 orientation flights for Cadets Mike and Dan Hollingsworth. The flight route was to Willimantic and back.

An afternoon O Flight took Cadet Dan Wadsworth through Syllabus 7.

Saturday O Flights for the New Haven Minutemen were cancelled due to low ceilings in the morning and high winds in the afternoon.

On Sunday, 06 April, Maj Noniewicz flew six O Flights out of Simsbury for the 103rd Composite Squadron. The first three flights were from Simsbury to Willimantic to Groton and back. The second set of three flights were in the Simsbury area due to turbulence encountered on the cross-country flights.

Maj Keith Neilson flew two Danielson Squadron cadets on Saturday, 12 April. The flights were between Danielson and Windham.

Saturday, the 19th is a possible O Flight day. Interested cadets should consult with their parents and if amenable, contact Lt Ray.

ANOTHER RESPONSE TO THE G.O.C. ARTICLE

Capt Willi Lintemann served during the Cold War and his father served as an observer in World War II.

The post was located at Saybrook Point and then moved to the roof top of the Old Saybrook school. Lintemann remembers receiving a letter from President Eisenhower and a lapel pin.

Lintemann's father was a German immigrant who

joined US Cavalry in Laredo, Texas. During WWII, he was foreman in factory making wooden gunstocks.

Nevertheless, according to Capt Lintemann, the FBI kept watch and at one point searched their house.

AEROSPACE HISTORY

*Glenn, Ben, John, and Baby Ruth
A Sweet Aviation Juxtaposition*

*by
Hap Rocketto*



The Curtiss Aeroplane and Motor Company was founded on January 13, 1916 when Glenn Curtiss merged the Curtiss Aeroplane Company and the Curtiss Motor Company.

A few months later Otto Schnering founded the Curtiss Candy Company selling a confection called Kandy Kake. He elected to use his mother's maiden name for the company as the xenophobia surrounding the United States entry into World War I made a German surname a bit of a business liability. The anti-German hysteria also turned sauerkraut into Liberty Cabbage and dachshunds into Liberty Hounds.

Schnering understood advertising. In 1931 Curtiss rebranded his chocolate enrobed bar of peanuts, caramel and chocolate-flavored nougat calling it the Baby Ruth. He advertised it, taking advantage

of the nation's aviation fever, by dropping samples from an airplane. Each bar floated to the ground tethered to a small parachute, perhaps inspiring Gail Halvorsen, *Der Schokoladen Flieger* of Berlin Airlift fame.

Curtiss' advertising budget also sponsored the Baby Ruth Aerobatic Team, a flying circus that flew a variety of aircraft with sides emblazoned "*Baby Ruth 5¢*." The Baby Ruth Aerobatic Team. They often flew tethered together with ropes, and were led by John H. Livingston.

Livingston, an automobile and motorcycle mechanic, as were so many of the early aviators, was born in 1897. He soloed in 1920 and worked for The Iowa Airplane Company which he eventually purchased and renamed it Midwest Airways Corporation.

He won the 1928 New York to Los Angeles Transcontinental Air Derby and by the end of the 1933 racing season had won more air races than any other pilot.

He won 80 national air races in his career. After the 1933 season he went to work for the Waco Aircraft Company as a test pilot, filling his spare time flying with the Baby Ruth Aerobatic Team.

Curtiss candy also had a distant relationship with the MacRobertson Trophy Air Race. The race was flown from London, across Europe, the Middle East, and Southeast Asia ending at Melbourne, Australia. It was devised to celebrate the centennial of Melbourne. The \$75,000 prize was put up by the MacRobertson's Steam Confectionery Works, Australia's equivalent to Curtiss Candy. A clipped wing Lambert Monocoupe 145, sponsored by the Curtiss Candy Company and formerly owned by John Livingston was named *Baby Ruth* and entered the race but only made it as far as Calcutta.

John Livingston had an eventful life as an aviator and is considered to be the inspiration for the protagonist in Richard Bach book *Jonathan Livingston Seagull*.

As an adventurous, and over confident, 18 year old Benny Howard bought a Standard J trainer with an OX-5 engine and, as was the custom in the pre CAA/FAA days, attempted to teach himself to fly. His boldness resulted in a lifelong love of aviation as well as a wrecked airplane and a broken leg, a precursor of things to come two decades later.

He healed and went to work for Curtiss Aircraft. Earning his pilot's credentials Benny entered the turbulent world of airplane racing and built his first two successful racers, "*Mike*" and DGA-5 "*Ike*." Livingston, a pal of Howard, often flew "*Mike*" at airshows.

While racing his most famous aircraft, the DGA-6 *Mister Mulligan*, in the 1936 New York-Los Angeles Bendix Transcontinental Race he experienced aviation *déjà vu*. While in the lead *Mister Mulligan* shed a propeller blade and crash-landed near Crownpoint, New Mexico. Howard lost both the airplane and a leg, but not his love of flying.

When he recovered he returned to the air, flying the mail and passengers. An aviator's aviator Howard was also a first class test pilot. He had no formal training but great natural ability and was often able to sniff out problems and find solutions to problems that eluded college degreed engineers.

While it might be a taffy-like stretch, the relationship of Glenn, Ben, John, Baby Ruth, and a fictional seagull is not to be ignored.

AEROSPACE CURRENT EVENTS



A nEUROn UAV, a Falcon 7X business jet, and a Rafale fighter fly in formation over the Mediterranean. Dassault claims that this is the first time that a combat UAV has flown in formation with other aircraft.