

*Missions for America  
Semper vigilans!*



*Semper volans!*

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09 SEP-Touch-A-Truck-East Lyme  
15-17 SEP-CTWG Conference  
21-24 SEP-Durham Fair Parking Detail  
23 SEP-Scarecrow Festival-Preston  
04 NOV-Col Palmer Cadet Ball

### **CADET MEETING**

*29 August, 2023*

*submitted by*

*Capt Jennifer Thornell*

A blessed rain curtailed drill practice on the airport

parking lot.

Capt Schmidt offered a safety briefing about precautions to take during an electrical storm

Maj Bourque's aerospace lesson focused on the nomenclature and purpose of the anatomy of an airplane.

### **SENIOR MEETING**

*29 August, 2023*

No Meeting

### **WATER SURVIVAL**

Four aircrew re-qualified their water survival credentials on Saturday. Majs Farley, Noniewicz, Neilson and Lt Madore all completed the fully clothed swim fully, life raft entry and aircraft abandonment drills.

### **AEROSPACE CHRONOLOGY**

August 30, 1949 – First flight of the Northrop YC-125 Raider.

*YC-125B in Search and Rescue livery at the Museum of the USAF.*



To the young among us, Northrop is synonymous with a stealthy flying wing but just after WWII ended, Northrop produced a, tail-dragging, tri-motor short take-off and landing aircraft called the N-23 Pioneer for bush operations in Mexico. Financial finagling and big business maneuvering put the potential customer out of business and the N-23 was a one-off.

But the USAF flew to the rescue and ordered 23 or

them for trooping duties and search and rescue work in Alaska as the YC-125A and YC-125B respectively.

However, their intended roles were superseded by helicopters and the Fairchild C-123 Provider which were one step ahead of the Raider in STOL and cargo carrying performances.



*YC-125A at Pima bearing Mexican registry assigned to Triplay y Maderas de Durango S.A.*

The Raiders, although marginally effective in their service roles were soon retired, never having lost the “Y” prefix designating prototype status.

August 31, 1940 – No. 303 Squadron, Royal Air Force scores its first victory, a day before it was released for operational duties. Flight Officer Ludwik Paskiewicz, flying a Hawker Mk.1 Hurricane shot down a Bf 110 while on a training flight.



F/O Paskiewicz and a Hurricane repainted in in 303 colors and bearing the Kościuszko Squadron crest below the cockpit.

Although the squadron was activated two months after the start of the Battle of Britain, the 303<sup>rd</sup>, known as the "Tadeusz Kościuszko Warsaw" Fighter Squadron scored more victories than any of the other 65 squadrons credited with participation in the epic struggle. Paskiewicz counted coup on five more Luftwaffe aircraft but

on September 27 was killed when he crashed attempting to land his damaged Hurricane.

September 1, 1943 – The U. S. Army Air Forces disband the Army Air Force Antisubmarine Command and the Civil Air Patrol is relieved of coastal maritime patrol duties.

Planning had assigned off-shore operations to the U.S. Navy but they did not have the equipment allowing long range patrols so the Army Air Force and the Civil Air Patrol flew the missions.



*Navy B-24D. The retractable search radar dome is barely visible aft of the bomb bay*



CAP TIMELINE FLIGHT  
Sikorsky S-39B NC803W  
©1942 Coastal Patrol Base No.2, Rehoboth Beach, Delaware © 2021 Ron Finger, ronfinger.com

*Maj Ron Finger, artist, who serves with MNWG is creating as superb series of paintings of CAP aircraft. Go to his website, <https://redpine.net/> and take a look at his artwork. You will not be disappointed.*

In the summer of 1942, an agreement between the Army and the Navy transferred 77 of the Command's B-24 Liberators to the Navy in exchange for an equal number of Liberators coming of the production line. The Army Air Force, who regarded their primary mission as strategic bombardment were pleased to use the released Libs for duties in Europe.

September 2, 1942 – The Soviets test fly the Antonov A-40T “winged tank.” A weakness of airborne troops was a lack of armor support and a number of remedies have been tried, parachute, glider and assault transport delivery and even the very low level release of a tanks directly onto a suitable surface but Antonov tried attaching airfoils and control surfaces to a T-60 light tank, towing it to the battlefield and releasing it to glide down with its crew inside, ready to join the fight immediately upon landing.



*T-60 at the Kubinka Tank Museum. (Credit: Alan Wilson)*

In the sole actual trial, the tank was stripped of armament and ammunition and lightly fueled. The drag was still too much for the TB-3 plane and it cut the A-40T. But the gliding tank managed a safe landing and returned under its own power to the airport. However, the lack of adequate tow planes led the authorities to cancel the project.



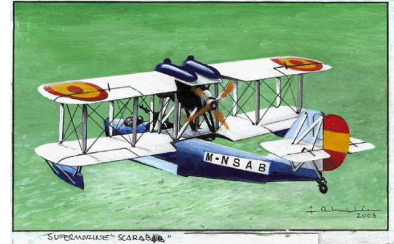
*The four 700 hp engines of the TB-3 were inadequate.*

September 3, 1925 – The Spanish Navy's aviation ship *Dédalo* is sent to support the Spanish and French landings at Alhucemas, Spanish Morocco. The combined forces amphibious assault is part of the Spanish and French efforts to end the Rif War, an anti-colonial insurgency led by Abd el-Krim.



*The Dédalo with a half dozen Supermarine Scarabs aft and a blimp forward.*

*Scarab in Spanish markings. The aircraft was created by R.J. Mitchell, the designer of the Spitfire*



The *Dédalo* was equipped to operate airships, balloons and seaplanes. A total of 162 aircraft are committed to the invasion. The *Dédalo's* contribution included Supermarine Scarab seaplanes and an airship for service as bombers, artillery spotting and reconnaissance.

September 4, 1950–Cpt. Robert E. Wayne becomes the first pilot to be rescued from behind enemy lines by a helicopter. Wayne was strafing when his F-51 Mustang was shot down by ground fire. He bailed out and landed in a rice paddy. Members of his squadron orbited overhead and kept North Korean troops at bay while a Sikorsky H-5 helicopter headed for his location.

As the helicopter neared, he used his white undershirt to attract the pilot's attention. As the H-5 hovered, he made a break for it as the enemy fired at both him and the helicopter. The H-5 was hit but Wayne reached it without being shot and was hauled aboard and returned to Pusan.

*The H-5 and from the left, Capt. Ray S. White, Capt. Wayne's wing man who flew top cover, chopper pilot 1LT Paul van Boven and paramedic Cpl. John Fuentez. (Photo*



*Credit: Truman Library)*



September 5, 1944 – First flight of the Douglas C-74 Globemaster.



*The original cockpit layout put the pilot and co-pilot under two separate bubble canopies for better visibility but the layout was disliked and all of the Globemasters were retrofitted to a conventional arrangement.*

Today's young aviation enthusiasts admire the Boeing C-17 Globemaster III and old retired Air Force vets such as Thames River retirees Lt Cols Kinch and Doucette have war stories about their travels and work on the Douglas Globemaster II fondly known as “Old Shaky” but few remember the first of the Globemaster family, the C-74 Globemaster I. Only 14 were built and the last retired from USAF service in 1959.

The C-74 was designed as a strategic air-lifter during World War II when the United States defense establishment realized that the Pacific War demanded a transport plane with long legs. At the time of first flight, it was the largest land plane to ever enter production and could carry a wide range of the Army's large vehicles. An elevator in the belly could lift cargo vertically.



But the cessation of hostilities ended the mission need and the contract was canceled. Pan American was interested in a passenger version but the loss of military funding and limited production made the cost of each unit financially unwise.

However, they did serve with the military transport commands and provided a wide range of experience in how to handle large cargo items and freight handling. They were equipped with internal cranes and freight handling features and an elevator for lifting cargo directly into the fuselage.

One of the aircraft served as the prototype of the C-124 Globemaster II, using the wings but with a much larger fuselage.

Most were scrapped but three were sold to civilian interests. They ended up with Panama registrations and putatively they were owned by *Aeronaves de Panama* but they never saw the isthmus and the registration documents were probably lubricated with U.S. dollars to make them easily pass through the hands of Panamanian officials. All three ended up in Copenhagen and were used to transport pregnant dairy cows to the mideast. The likely operator was the roguish Orvis Nelson who operated Transocean, the largest supplemental in the world at that time.



*C-74 42-65408 was registered by Air Systems, probably an Orvis Nelson company, in Panama as HP-367. It is seen here in Nicosia on September 17, 1963. It was dismantled at Milan, Italy in August 1972. It was the last surviving Globemaster. (Photo courtesy Jack Ford.)*