

*Missions for America  
Semper vigilans!  
Semper volans!*



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Lt Col Stephen Rocketto Editor  
1<sup>st</sup> Lt David Pineau, Publisher  
Maj Roy Bourque, Paparazzo  
2d Lt Joanne Richards, PAO  
Capt Edward Miller, Features  
Maj Scott Farley, Roving Correspondent

**WHERE ARE THEY NOW**  
**TRCS CADET ADVANCING THEIR**  
**CAREERS**

Matthew Fago Checks In From Texas

Cadet Captain Matthew Fago has sent Thames River Composite Squadron a report on his current status in Air National Guard Training. His letter follows:

*I graduated basic training on August 1st as a*

*member of Flight 488, 320th Training Squadron. I was my flight's guidon bearer, was awarded the honor graduate ribbon, and thanks to Lt Col Rocketto's rifle training qualified for the small arms expert marksmanship ribbon.*

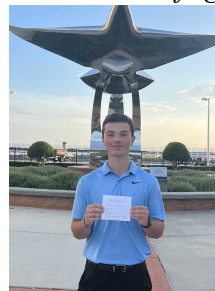
*Currently I am at technical school at Lackland AFB for my aircrew fundamentals, a ground school and mobility force aviator course involving loadmaster duties and will be here until October 23rd. Then I report to Survival, Evasion, Resistance, and Escape (SERE) School at Fairchild AFB in Washington. Then on to Little Rock AFB for Initial Qualification Training as a C-130 loadmaster. I should be back in Connecticut around April where I will do further OJT at Bradley with the 103<sup>rd</sup> Air Lift Wing.*

*C/Capt Fago as a Curry Cadet.  
He has come a long way:  
certified EMT and fireman and  
Connecticut Air National  
Guard airman.*



Cadet Lt Col Noah Bosse Reports From Florida

*Over the summer, I stayed in Florida to continue practicing with the Embry-Riddle University Flight Team. We compete in the regional competition on October and plan to continue a 43 year winning streak. Last month, I obtained my commercial pilot certificate. I am now waiting to start either my multiengine rating or CFI rating. This past week, I also began working as a ground instructor at my school's Aviation Learning Center tutoring students in our flight program.*



*Bosse displays his  
temporary commercial  
pilot certificate.*

## **27 AUGUST CADET PROMOTIONS AND AWARDS**

Cadet Thelma Grogan received an Achievement Award from New Hampshire Wing for her work at their Leadership Academy. Lt Col. Meghan Brownell, CTWG Deputy Commander presented the award.



Cadets Thelma Grogan and Tiger Bland received their Mitchell shoulder boards in advance of the October 15<sup>th</sup> Mitchell ceremony.



Cadet Topher Regan received his Eddie Rickenbacker Award and a promotion to C/TSgt.

Four cadets received the Mary Feik Award and advanced to the grade of C/SrA: Garret Scroggins, Grant Scroggins, Paul Currie and Lilliana Camacho.



*The Scroggins Duet*



*Curry and Comacho*

## **OMMISION CORRECTED**

On 19 November, 2023, Mr. Stuart Sharack took a "Top Flight" teacher orientation ride with Capt Adam Spreace.



Mr. Sharack was the very first CAP National Teacher of the Year in 2009, taught elementary school in Groton until retirement and runs the FAA Aviation Career Academy at Groton-New London Airport each summer. The Academy is supported by a grant from the Hartford Section of the American Institute of Aeronautics and Astronautics with some personnel support from Thames River Composite Squadron

## **CURRENT EVENTS**

### *SpaceX Falcon Booster Fails on Landing*

SpaceX, one of Elon Musk's innovative enterprises, is noted for its reusable rocket booster units which land vertically. After 267 successes, a Falcon 9 booster blew up as it was touching down on the autonomous spaceport drone ship, *A Shortfall of Gravitas*.



*Falcon Booster at Canaveral* (Credit: Charles Boyer)

After a normal descent, flames appeared near the rocket's base, a landing leg collapsed on touchdown and the booster toppled into the Atlantic Ocean.

Planned launches will be delayed until an investigation is concluded.

### *Ukrainians Lose an F-16*

One of the first of six Danish F-16's donated to Ukraine crashed. The aircraft was defending against a Russian drone and missile attack at the time. The pilot, Col. Oleksiy Mes, call sign "Moonfish," previously commanded a squadron of MiG-29 Fulcrums and trained to fly the F-16 in an abbreviated six month course in the United States.



*Moonfish*

Moonfish, and Ukrainian pilot, Andrii Pilshchikov, call sign "Juice", lobbied for the transfer of F-16's to Ukraine. Juice and Moonfish traveled to the US and met with American officials to advocate approving the transfer of F-16s to the Ukrainian Air Force. Juice died on August 25, 2023, in an aircraft accident while flying over the Zhytomyr region.

### **AEROSPACE HISTORY AND CHRONOLOGY**

Sept. 6, 1965 – The first air to air missile kill by a Mach 2 aircraft is registered when Flt. Lt. Afatab Alam Khan, Pakistani Air Force, launches an AIM-9 Sidewinder from his Lockheed F-104 and shoots down an Indian Dassault Mystère IV.



*Pakistani Starfighter*



*Indian Air Force Mystere IV*

Sept. 7, 1931 – Lowell Bayles flies the Gee Bee Model Z racer, *City of Springfield*, to victory in the National Air Races at Cleveland. He clocked 236.24 mph over the ten lap, ten miles per lap, pylon race.



*Bayles and the Model Z*



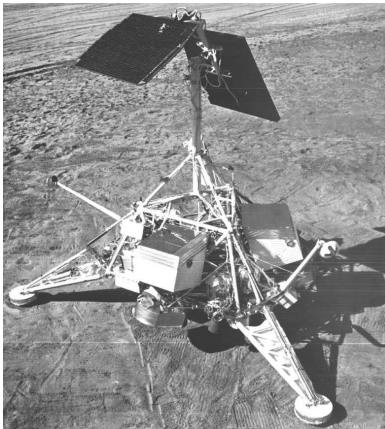
The aircraft was a Robert L. Hall design produced by the Granville Brothers in Springfield, Massachusetts. Hall finished 4th in the race flying a Gee Bee Model Y. Jimmy Doolittle flying a Laird Super Solution had to drop out on lap seven when a piston failed.

Hall went on to Stinson where he designed the Reliant and then to Grumman Aircraft where he held the posts of Chief Engineer and Chief Test Pilot and was instrumental in the designs and first flights of the piston powered Avenger, Wildcat, Hellcat, Tigercat and Bearcat. As Corporate Vice President, Hall supervised the designs of the turbine powered Panther, Cougar, Jaguar and Tiger as well as the Gulfstream I



*Hall in the cockpit of the first Bearcat*

Sept. 8, 1967 – NASA launches the lunar lander Surveyor 5. It lands three days later in the Sea of Tranquility and transmits 19,049 images back to earth. Less than two years later, Apollo 11 will land 15 miles southeast and Neil Armstrong will take his "one small step."



The launch vehicle was a Convair Atlas-Centaur two stage rocket, a direct ancestor of the rocket which recently put the *Perseverance* Rover onto the Red Planet 35 years later.

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Sept. 9, 2006 - 1st flight of the Boeing 747-400 Large Cargo Carrier, the Dreamlifter. Four of these aircraft were converted from 747-400 passenger jets. They are used to deliver fuselage

and wing assemblies from subcontractors in Asia, Europe and the United States to Boeing's Everett, Washington facility where the Dreamliner is assembled.



*According to reports, the TLD loader is the largest in the world.*

The conversion of standard airliners so that they have the ability to carry large cargos may be traced back to Aero Spacelines which modified the Boeing 377 Stratoliner, itself a development of the B-29.



*Israel operated a small squadron of Model 377s. 4X-FPN, Masada, is on display at the Israeli Air Force Museum, Hatzerim Air Base. The IAF named this type Anak (Giant) but they had no idea of how large it could become.*

NASA needed to move the large rocket boosters used in the manned space program from the West Coast builders to Cape Canaveral but the trip via the Panama Canal was slow. John M. Conry, another character who deserves his own *Coastwatcher* article, had the solution. A friend, Lee Mansdorf, owned some Boeing 377s and was looking for a way to employ them. They sketched out a rough plan on a cocktail napkin and Aero Spacelines was born. Three distinct designs were

produced



*A Mini-Guppy on display at the Tillamook Air Museum.*

*The Pregnant Guppy, an ex PanAm airframe with a five meter section from an ex-BOAC 377 inserted behind the wing.*



The Super Guppy was larger and used turboprop engines. Later, Airbus used four of them to transport Airbus components.



*Super Guppy*

Conry also modified a Canadair CL-44 into the CL-44-0 Skymonster.



Airbus modified their A-300-600ST (Super Transporter) but the name Beluga became popular and was officially adopted. Airbus also produced

the A-320-743XL, the Super Beluga. Five of each mark were produced.



(Credit: SevenSharp)

Not to be outdone, the Soviets developed the Antonov An-225 *Mriya* (Dream) to shift their space shuttle, *Buran* (Snowstorm), to various sites. The An-225 is the heaviest aircraft ever built and holds numerous records.



Sept. 10, 1952 - Marine Captain Jesses G. Folmar flying the piston powered Vought F4U Corsair shoots down a MiG-15, the only time a Corsair scored a victory over the MiG during the Korean War.



He and his wingman, Capt. Walter E. Daniels had planned in advance how to engage any MiGs encountered. The superior performance of the MiG-15 would be countered by turning into the

enemy in a head-on attack. After departing from the escort carrier *USS Sicily*, they ran into eight of them. Folmar got into position for the previously planned head-on fight and flamed one of the North Koreans.



*This painting of Folmar's victory is on display at the Museum of Naval Aviation, Pensacola, Florida.*

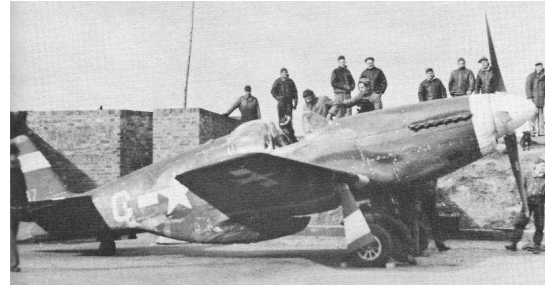
His joy was short-lived when another MiG shot him down. But luck was with him. After a successful bail-out, he was plucked out of the ocean by an amphibious rescue plane.

Sept. 11, 1917 – Birth of Donald James Matthew Blakeslee. Blakeslee joined the Royal Canadian Air Force before the U.S. entered WWII and flew Spitfires. He then transferred to one of the Royal Air Force's Eagle Squadrons, mostly volunteers from the United States. In 1942, Blakeslee became part of the USAAF 4th Fighter Group which flew P-47 Thunderbolts and the P-51 Mustang. He rose to command the group



*Blakeslee decked out in RAF garb.*

A superb leader and tactician, he led his group on the first P-51 escort mission over Berlin and the first of the Russian shuttle missions. By war's end he was credited with 15.5 air victories and amassed more sorties and combat hours than any other American fighter pilot.



*Blakeslee flew this P-51B Mustang on the first Berlin escort mission. He favored the aircraft because it was equipped with a Malcolm Hood canopy which improved visibility. (Credit: American Air Museum)*

Sept. 12, 1930 – First flight of the Taylor E-2 Cub. The weak 20 HP Brownback Tiger Kitten engine managed to lift the Cub to a height of five feet and the flight ended with the end of the runway. A series of more powerful engines were tried and in February of the following year, a Continental A-40 developing 37 HP proved successful. A type certificate was awarded and when production ended, 353 Cubs had been sold at around \$1,400 each.



*An E-2 at the Virginia Air Museum*

William Piper, one of Taylor's investors bought out Clarence Taylor and hired a young engineer, Walter Jamuoneau whose modifications of the E-2 lead to the iconic Piper J-3 Cub.

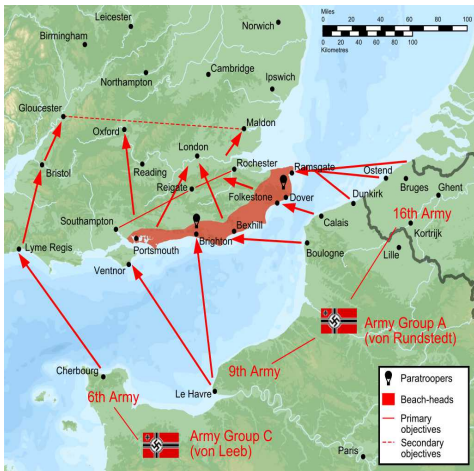
Sept. 13, 1994– The Airbus Beluga makes its maiden flight. It is based upon the A300 with an enlarged upper fuselage and a hinged nose door. It is used to transport Airbus components from subcontractors to assembly plants in Hamburg and Toulouse. Five have been produced and they replace the Boeing Super Guppies formerly

employed as transports.



*Beluga swallows not Jonah but an Airbus fuselage.*

Sept. 14, 1940 – Hitler postpones Operation Sea Lion, the invasion of England.



*The Plan*

German High Command understood that Germany lacked both naval and air superiority. The *Kriegsmarine* lacked any operational capital ships. After heavy losses in the Norway campaign, they only had a heavy cruiser, three light cruisers and nine destroyers available. Against this paltry force, the British Home Fleet could muster an overwhelming array of battleships, cruisers and destroyers.

After failing to gain air superiority during the Battle of Britain, the Luftwaffe was unable to provide the vital air cover needed to protect the vulnerable cross-channel invasion transports. These were a cobbled together collection of river barges, ferries and tugboats, some of which had been hastily modified to function as landing crafts.



*Typical barges gathered for the anticipated invasion.*

Airborne assault was out. Four months earlier, the German airborne force, gliders and paratroopers had taken heavy casualties during the attack on the Netherlands, losing 250 Ju-52 transports and perhaps half its troop strength.

French Marshal Philippe Pétain, future leader of the collaborationist Vichy French government who was convinced that Germany would successfully invade Britain as it had done France. He warned Churchill in 1940 that in three weeks Britain would “have its neck wrung like a chicken.” Eighteen months later, in a famous speech, Churchill replied: "Some chicken, some neck!"

Failing to subdue Britain, Hitler shifted his gaze eastward, towards the Soviet Union and started to implement plans for Operation Barbarossa. Study history! In 1707, Sweden invaded Russia. In 1812, Napoleon's *Grande Armée* reached the gates of Moscow. But Charles XII and Bonaparte faced a scorched earth policy, over-extended supply lines, and “General Winter” which forced retreat and defeat. Hitler would soon learn the same lesson.

Sept. 15, 1991 - 1st flight of the Boeing C-17 Globemaster III. Designed and initially produced by McDonnell-Douglas, the C-17 has been rebranded after Boeing bought out McDonnell-Douglas. A total of 278 were built.

The predecessor Globemasters were the C-74 Globemaster I and the C-124 Globemaster II.



*An RAF C-17 at Quonset Point supporting the RAF aerobatic team, the Red Arrows.*

The Douglas C-74 Globemaster I was a limited production aircraft designed as a heavy-lifter capable of carrying Army tanks, bulldozers, and artillery. Only 14 were produced.



*The first C-74s had the unusual and unpopular double bubble canopy. It was soon abandoned and a conventional single canopy was installed.*

Douglas followed up with the C-124 Globemaster II, a far more successful design with 448 rolling off the production line. She was affectionately known as "Old Shaky" to her crews.



*This Globemaster II was on display at the Bradley Air Museum before the the 1979 tornado devastated the collection.*

It is interesting to compare some of the all-up weight of each of the designs with the C-5 Galaxy. It is instructive to note how the the weights compare among the piston-engine, turbo-prop and pure jet aircraft.

The Globemaster I had a maximum take-off weight of 172,00 lb. Globemaster II took could lift 194,500 lb off the runway. The turbine powered Globemaster III was capable of lifting 585,000 lb and the C-5, our largest strategic air-lifter has a 920,000 lb all-up weight.

## CAP ART

Maj. Ron Finger is a freelance illustrator and member of Civil Air Patrol's Minnesota Wing. He is CAP's national artist and one of his goals is to create a painting of every plane flown by CAP.

### *CAP on Floats*



CAP TIMELINE FLIGHT

De Havilland Canada DHC-2 Beaver N5142G

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CAP TIMELINE FLIGHT

Cessna 185 Skywagon N185HS

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