

*Missions for America
Semper vigilans!
Semper volans!*



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CURRENT EVENT

Visible Comet

In January the University of Arizona's Mount Lemmon Survey in Arizona discovered a new comet, Lemmon. It is visible using the Mark I eyeball so no telescope or binoculars are needed. The best night for observing Comet Lemmon will be October 21st.

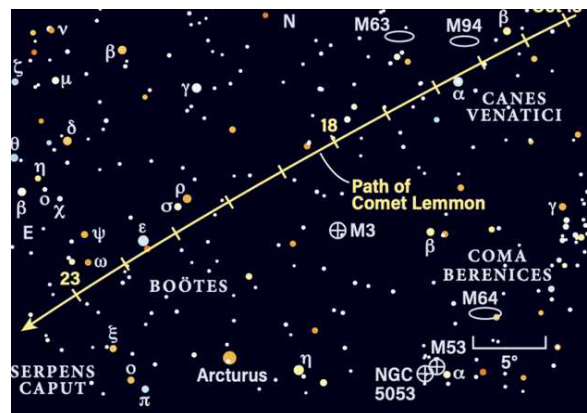
It will be at its brightest and the night of the new moon so unless weather interferes, conditions are perfect for a visual observation. Lemmon has a

1000 year orbital period so this will be your only chance.



(Credit: Chris Schur)

The best time for observation will be a few hours before sunrise with will be around 7 AM so the best time to look will be around 3-6 AM. It will be visible in the northeast about 10 degrees to the upper left of the bright red star Arcturus.



Credit: Astronomy Magazine/Roen Kelly

CAP 9344L On Permanent Exhibit In Museum of the USAF.



44L landing at the National Museum of the USAF

Cessna 172 Skyhawk 9344L was the only nonmilitary flight allowed over New York City on

September 12th, 2001 after air traffic was grounded on Sept. 11th the day of the attack. It was crewed by mission pilot Lt. Col. Jacques Heinrich and then Capt. Andrew Feldman and Warren Ratis and took the pictures of the devastation wrought by the al Qaeda terrorist hijackers of American Airlines Boeing 767 Flight 77 and United Airlines 767 Flight 175. The death total in New York was 2,996, about 600 more than were killed when the Japanese attacked Pearl Harbor.

77L was later transferred to Connecticut Wing and has been manned by many CTWG aircrews for training and missions.



*Then
and
Now!*



Proof that Branding Trumps
Historicity.

FEATURE ARTICLE

Heavy Fighters Part 3



Cadet Brendan Flynn prepares for a flight leading to a private pilot certificate while CFI Lt. Col. John DeAndrade contacts the flight release officer.



Maj Tom Wisheart dons Mae West before a Long Island Patrol mission.

The reader will note the the livery on 44L is the now standard CAP color scheme. This was not the colors on 44L when it flew the photo mission on 9/11. Those who have visited CAP HQ at Maxwell AFB will have seen the Cessna L-19 Bird Dog mounted on a pylon. It also carries the now standard CAP paint which was not its original colors.

The first installment of Heavy Fighters reviewed the Douglas P-70, Northrop P-61 Black Widow, Messerschmitt Bf 110 Zerstörer (Destroyer), Petlyakov Pe-3 and Kawasaki Ki-45 Toryu (Dragonslayer).

Part Two discussed the Junkers Ju-88, the Dornier Do-335 Pfeil and the Heinkel He-219 Uhu.

The selection has been limited to aircraft which served in World War II. Consequently aircraft such as North American's F-82 Twin Mustang and De Havilland's D.H.103 Hornet are not included.

This final essay will consider at the De Havilland Mosquito, the Bristol Beaufighter, the Potez 631 and the Fokker G.1

De Havilland DH.98 Mosquito

Most aviation aficionados will agree that the DH.98 was the most versatile aircraft used by any power in World War II. It served as both a strategic and tactical bomber, fighter bomber, night and day fighter, intruder, photo-reconnaissance aircraft, trainer, target tug and as a transport for both cargo and passengers. Almost 8,000 were built in the United Kingdom, Canada and Australia and there were about 50 different variants. Constructed of wood, the Mosquito was a private venture by De Havilland and the company faced much early resistance to gain acceptance by the RAF.



NF.MkII



(Credit: B. Elvington)

The crew of two sat side-by-side. Armament was four Browning .303 machine guns and four 20 Hispano 20 mm cannons. A radar was mounted in the nose. The engines were Rolls-Royce Merlins each producing around 1,300 hp.

Bristol Beaufighter

Like many of the heavy fighters, The Beaufighter was a derivative of the Bristol Beaufort. Conceived as a long range fighter, the “Beau” was, like the Mosquito initially financed as a private venture by Bristol. Costs were reduced since it shared many parts and assembly jigs with the Beaufort. The British Air Ministry became interested in the concept as a back-up to the Westland Whirlwind, a heavy fighter which was delayed due to problems with the planned Rolls-Royce Peregrine engine. It was a common practice to build back-up aircraft as a hedge against problems with the favored design. For example the Consolidated B-32 Dominator was a back-up to the Boeing B-29 Superfortress whose serious engine problems were mostly solved. But in the case of the Whirlwind, the back-up was adopted instead.

The Beau was highly successful as a night fighter and operated by both Fighter and Coastal Command. Manning was a crew of two, pilot and navigator-radar operator. The crew positioning was odd. The navigator-radar operator was stationed under a dorsal dome, mid-fuselage!



Beaufighter Mk.1c (Credit: Umeyou)

Armament were four Hispano 20 mm cannons in the nose and six .303 Browning machine guns in the wing, four in the starboard wing and two in the port wing. The power plants were two Bristol Hercules 14 cylinder sleeve valve engines producing 1,600 hp each. She could also carry bombs, rockets or a torpedo.



Mk.1c Beaufighters. The image on the left is a USAAF Beau named Night Mare in the Museum of the USAF.

Beaufighters were very effective anti-shipping weapons. Used in the Mediterranean, they interdicted the supply lines to the Afrika Korps. They were deployed in the Atlantic to combat the Focke-Wulf Fw 200 Condors and Junker JU-88s which stalked allied convoys and communicated their positions and course to the U-boats. In the China-Burma-India theatre, Beaus served as night fighters and intruders.

Their most famous and infamous action according to some commentators was their role in the Battle of the Bismarck Sea. Royal Australian Air Force Beaus and USAAF B-25 Mitchells and Douglas A-20 Havocs attacked a convoy carrying 6,900 Japanese troops to New Guinea. The convoy consisted of eight troop transports escorted by eight destroyers. Aerial reconnaissance and code breaking gave their Allies a heads-up and on March 2, 1943 8 B-17s managed to sink one of the transports and their escorting P-38s fought off the Japanese.

On March 3rd, Beauforts launched a failed torpedo attack. Thirteen B-17s and some B-25s bombed from medium altitude with no hits but they scattered the convoy. P-38s broke up the Zero cover allowing unimpeded low level attacks.

Thirteen Beaufighters attacked at mast-head height and strafed the decks, cutting down gun crews. Thirteen B-25s followed, strafing and skip bombing. The American Mitchells and Havocs had been modified into highly successful strafers. A former Navy enlisted aviator, Paul "Pappy" Gunn figured out how to install extra machine guns on the Mitchells and Havocs. The bomber pilots also had practiced skip bombing using bombs with delay fuses. Skip bombing was a near water level attack in which a released bomb would skip across the surface and strike the target on the waterline.



Left: Armorers work on B-25 .50 cal "cheek" guns. Note the piece of Marston Matting. (Credit: NARA).



Right: Quad .50 caliber guns in B-25 glazed nose and port side "cheek" guns.



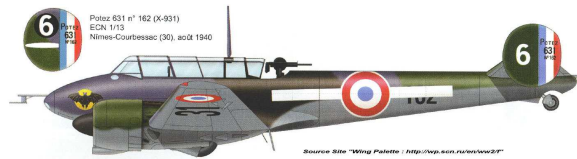
Left: Eight gun mount in a Mitchell solid nose. Right: Havoc in the USAF Museum with eight nose guns.

Two destroyers was sunk and a collision between a transport and a destroyer disabled both and made them vulnerable to follow-up attacks. USAAF Havocs and RAAF Bostons (the Commonwealth name for the Havoc) joined in. PT boat and more B-17 attacks ended the day. All eight transports and four destroyers were sunk and thousands of Japanese were in the water swimming or in life boats or rafts.

Now the controversy. The rescue vessels and survivors in the water were attacked. The attacks on the helpless survivors were justified as an operational necessity since all of would join the Japanese forces on New Guinea to fight against the Australians. Others regarded it as an atrocity, violating the long standing traditions of the sea. The Japanese lost around 3,000 soldiers and seamen, 12 ships, and 22 aircraft. Allied losses were six aircraft and 13 KIA. But the Imperial Japanese attack in the Southeast Pacific was blunted, New Guinea and Guadalcanal were taken and Australia's supply line to the United States preserved.

SNCAN Potez 631

The Potez 631 was the heavy fighter variant of the Potez 63 multi-mission aircraft built by the state-owned *Société nationale des constructions aéronautiques du Nord* generally shorted to Nord. The crew was generally two men, a pilot and a rear gunner but an observer was sometimes included.

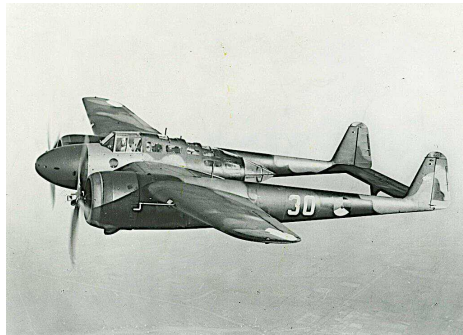


Armament was two 20 mm cannons mounted in gondolas under the inner wing and later four to six 7.5 mm machine guns in the wings. The power plants were 14 cylinder Gnome Rhone Mars radials producing 700 hp. The 631 functioned both as a day fighter and night fighter.

After the fall of France, the Luftwaffe used the surviving aircraft for utility duties.

Fokker G.I Faucheur (Reaper)

There were two flavors of the G.I: G.1A Mercury and G.1B Wasp. The Mercury used the Bristol Mercury VIII, a nine-cylinder radial producing 830 hp. Armament was eight 7.9 mm Brownings in the nose and a 7.9 Browning for a rear gunner.



The Wasp was fitted with two Pratt & Whitney R-153 Twin Wasp Juniors with an 825 hp output. It carried two 23 mm cannons and two machine guns with one more for tail defense. Both versions could carry a 200-300 kg bomb load, accounts vary. Crews consisted of two or three, pilot, radio operator, navigator or bombardier and rear gunner.



This P&W Twin Wasp Junior engined Fokker G.I (so-called 'G.Ib') was one of those ordered by Spain but confiscated by the Dutch on 10 May 1940. Hurriedly painted in LVA Markings and given the number 346 it was assigned to 4 JaVa, but on 13 May had brake failure and was captured intact by the Luftwaffe.

Only 63 G.1s were produced which included a Spanish order which was embargoed. The Netherlands fell to the Nazis in a week.. Most of them were employed as ground attack aircraft but heavy losses reduced the available combat capable G.1s to just a handful. They were recorded as scoring 14 victories, all 52/3s. The Luftwaffe had Fokker finish the outstanding orders and used the aircraft as crew trainers for the Bf 110.

WHERE ARE THEY NOW

Tom Wisheart



Tom preparing to fly 44L

Tom misses flying for CAP but the closest squadron wasn't too active and the squadron with an aircraft was too far for convenient travel. So his recreation time is filled with golf and horseback riding. The weather is warm enough in the winter for year-round time on the greens. He plays one tournament each month and has set-up a driving range on the side of his house and put in a 30 x 60 foot putting green with a sand trap for practice. He is also able to swim for about eight months each year.



Foursome with Tom and grandson Tommy.



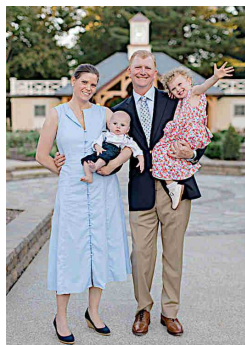
Tom teaching grandson Sawyer water survival.

Horsemanship was always one of his priorities and Tom has bred his stallion and now has a beautiful mare. Equestrianship is a family affair

Tom Mounted on Coke



His daughter, Amy Fraser, lives 10 miles away in Aiken, South Carolina and has gifted Tom with two grandchildren



Amy with husband Craig and Sawyer and Hazel. Hazel plays pee-wee polo with her pony Jelly Bean

Amy is director of intercollegiate and interscholastic polo for the U.S Polo Association. Amy started riding at age three and commenced polo playing with the University of Connecticut team. Those who have seen polo played know that is not a wimp sport requiring a strong bond between rider and pony and an element of danger.



His son lives only a few hours away in Atlanta and has blessed Tom with two grandchildren, Tommy and Sophia, so he maintains a very strong relationship with his family.

Bonus



I could not find a good example of a schlag musik mount on a German interceptor for the last edition. This model shows the 60 degree upward firing cannons mounted on night interceptor version of a Ju-88.

CAP AIRCRAFT IN WORLD WAR TWO

The following paintings are from a series created by CAP National Artist, Maj Ron Finger.

