



Missions for
America
Semper Vigilans!
Semper Volans!

CADET MEETING
28 November, 2017

Lt Schmidt led a training session for candidates for ratings as urban direction team members, mission radio operators, and mission staff assistants.



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Lt Col Stephen Rocketto, Editor
srocketto@aquilasys.com

Maj J.Scott Farley, Publisher
Maj Roy Bourque, Paparazzi
Hap Rocketto, 2nd Lt, AUS, (ret'd.), Features
Capt Edward Miller, Features

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CALENDAR

See the Squadron Calendar for Meeting Details

02 DEC-CPR/First Aid Course-Salem
03 DEC-UDF Training
03 DEC-UAV Training
05 DEC-TRCS Meeting
09 DEC-TRCS SAREX
12 DEC-TRCS Meeting
16 DEC-Wreaths/Elks
19 DEC-TRCS Meeting/Holiday Party

02 JAN-TRCS Meeting
09 JAN-TRCS Meeting
16 JAN-TRCS Meeting
23 JAN-TRCS Meeting
30 Jan-TRCS Meeting

The ground team left the squadron to search for a practice emergency locator beacon. While in the field, they radioed their current status back to the Squadron. There, the radio room team updated the status board, kept a communications log, and relayed orders.

SENIOR MEETING
28 November, 2017

The Awards and Finance Committees met. The Awards Committee discussed possible candidates for “-of the year” category and those who might be recognized for their service to the Wing and Squadron.

The Finance Committee concerned itself with the upcoming delivery of fruit ordered for our annual fundraiser. Plans were made to muster cadets and senior members to pick up the fruit at Grasso Tech and deliver it to the Squadron.

Maj Farley conducted scanner training for Lt Trototchaud and SM Diaz.

ORIENTATION FLIGHTS

24 November, 2017



*Cadet
Johnson
Experiences
the Joy of
Flight!*

Maj Noniewicz flew cadets on four orientation flights from Groton to Quonset State Airport and return. All seats were occupied. Four cadets, Jack Race, Daniel Donovan, Owen Guilliams, and Sarah Johnson completed the first part of the powered flight syllabus: ground handling, preflight, and take-offs and landings.

Cadets Thornell and Martin also flew but since they had already completed at least one stage of the flight syllabus, rode in the back seat.



The “Presidential VC-25 in the background is a replica. A foundation has acquired a Boeing 747 and is refurbishing it as part of a museum. The aircraft is non-flyable but has been modified so that it can be disassembled and barged to other sites.

VAN RADIO REPAIR

26 November, 2017

Lt Schmidt and Lt Coll Rocketto worked on the radio in the vehicle assigned to us. Lt Schmidt discovered a problem with the antenna and plans further testing.

CURRENT EVENTS

LARGEST JET ENGINE INSTALLED

General Electric has mounted its GE9X engine on the company's Boeing 747-400 test-bed for its initial test flights. The engine has the largest dimensions of any jet engine with a fan diameter of 134 inches and a nacelle diameter of 174 inches.



*GE9X Mounted on the 747's Number Two position.
(Photo Credit: GE)*



The engine is slated for Boeing's 777X with a rated thrust of 105,000 lb. Its large size requires that it must be cantilevered forward to achieve sufficient ground clearance despite the 777X's longer gear and larger tires. No problems with cross-wind landings are anticipated.

Modifications were also made to the 747 to allow the aircraft to absorb the weight and vibration inducing properties of the engine.

AVIATION HISTORY & AEROSPACE CHRONOLOGY

29 November, 1953 – American Airlines commences the first regular passenger service between New York and Los Angeles using Douglas DC-7s.



29 November, 2011 - American Airlines files for bankruptcy.

30 November, 1917 – First Flight of the Vickers Vimy. The aircraft saw little war-time service but established some notable records.

A modified Vimy flown by John Alcock and Arthur Brown made the first non-stop transatlantic flight in June of 1919. Flight time was just short of 16 hours.



The Alcock and Brown Vimy at the British Science Museum, Kensington, England

That same year a Vimy commanded by Keith Macpherson Smith won a £10,000 prize by being the first all-Australian crew to fly from England to Australia.



The Smith Vimy at Adelaide Airport, Adelaide, South Australia.

01 DEC-[1941](#) – The Civil Air Patrol is created by Fiorello La Guardia, Mayor of New York City and Director of the Office of Civilian Defense, with the signing of Administrative Order 9.

December 1, 1941

Administrative Order No.9

Establishing Civil Air Patrol

By virtue of the authority vested in me through my appointment as United States Director of the Office of Civil Defense, through the Executive Order of the President Creating said Office dated May 20, 1941, I have caused to be created and organized a branch of this Office of volunteers for the purpose of enlisting and training personnel to aid in the national defense of the United States, designated as the Civil Air Patrol. In conformity with said organization, Major General John F. Curry, U.S.A. Air Corps. has been assigned to this office by the U.S. Army and designated by me as its National Commander. Said organization shall be formed as outlined in the attached chart, which is made a part of this Order as if written herein in full. The Civil Air Patrol shall carry out such Orders and directives as are issued to it by the Director of Civilian Defense. It shall be the duty and responsibility of the National Commander to see that the objectives and purposes and orders issued in conformity with the policy of this office are carried out and that all activities are reported regularly to the Director through the Aviation Aide.

All enlistments and appointments in the Civil Air Patrol may be disapproved by the Director of the Office of Civilian Defense.



E. H. Laguardia
U.S. Director of
Civilian Defense

02 DEC 1937 – First Flight of the Brewster F2A Buffalo



RAAF 433 Squadron Buffalos lined up at Sembawang Airfield, Singapore
(Credit: Australian War Memorial)

The Buffalo was obsolescent but saw action in Singapore with the British Commonwealth, Dutch, and with the Marines at Wake Island. The Finns used the against the Russians with some success.

The Editor spent a pleasant afternoon in the Fiji Islands with a former Royal Australian Air Force pilot drinking kava from coconut bowls. The Aussie, a copra planter related how the Japanese kept shooting him and his squadron mates down until they ran out of Buffalos.

02 DEC 1948 – First Flight of the Beechcraft T-34 Mentor.



*Mentor with a former CAP livery.
CAP had over 100 former USAF Mentors in its inventory.*

Beech took the successful Bonanza design and morphed it into a basic trainer of the Air Force and Navy. The last version was equipped with a turboprop engine. Beech even built a jet prototype. Alas, CAP retired the last of its Mentors in 2003. The low wing design was unsuitable for search and rescue missions and the weakened wing spars were too expensive to replace.

03 DEC-Famous long distance aviator Charles Ulm Goes West while flying west. An Australian, Ulm was co-pilot with Charles Kingsford Smith on the first crossing of the Pacific, a ten day marathon. Ulm was pioneering a trans-Pacific airline when he and his crew disappeared somewhere between Oakland, California and Hawaii.



Ulm and co-pilot Skilling pose in front the Airspeed Envoy name Stella Australis before departing on their fatal flight.
(Credit: Ed Coates Collection)

04 DEC, 1961 – The NASM receives the first purpose built Presidential aircraft, a Douglas C-54 Skymaster called the “Sacred Cow” which was served President's Franklin D. Roosevelt and Harry S. Truman.



The Sacred Cow has a built-in elevator to ease access and egress for the wheelchair bound FDR.

05 DEC, 1931 - Lowell Bayles, winner of the 1931 Thompson Trophy, goes West during a speed run in a Gee Bee Model Z. Evidence suggests that the gas tank cap came loose, crashed through the windscreen, struck Bayles incapacitating him. The aircraft pitched up and the wings failed.



The Gee Bee aircraft were the product of the Granville Brothers, a Springfield, Massachusetts company. See video of crash at <http://www.bing.com/videos/search?q=bayles+crash+youtube>

06 DEC, 1975 – The supersonic Tupolev Tu-144 makes its first airmail flight-Moscow to Alma Alta.



(Credit: Alberto Stortitù)

**MORE ON JAMES P. FLEMING
MEDAL OF HONOR
&
CAP-USAF LIAISON
CTWG**



Lt Fleming



Col Fleming

The last issue of *The Coastwatcher's* aerospace chronology noted that Lt James P. Fleming, USAF, was awarded the Congressional Medal of Honor on the 26th of November, 1968.

Lt Col Carl Stidsen, CTWG historian writes that Fleming, who retired as a colonel, was assigned as CAP-USAF Liaison around 1985. A modest man, he was ordered to attend all formal CAP events and to wear his medal. He was a fairly short man, and the Medal of Honor is large. Fleming was heard to comment that he looked a little like Count Dracula when wearing the medal.