



Missions for  
America

*Semper  
vigilans!*

*Semper volans!*

Publication of the Thames River Composite  
Squadron  
Connecticut Wing  
Civil Air Patrol

<http://ct075.org>

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Issue 12.27

10 July, 2018

### SQUADRON CALENDAR

14-15 JUL-SLS Windsor Locks

17 July, TRCS Meeting

21 JUL-Celebrate East Lyme

24 JULY, TRCS Meeting

31 July, TRCS Meeting

30 JUN-1 AUG-SAREX Plainfield

04 AUG-Stonington Village Fair

4-5 AUG-CLC Windsor Locks

11-18 AUG-CTWG Encampment

19 AUG-National Aviation Day-Groton

TBD SEP-SUI

22 SEP-Preston Scarecrow Festival

25 SEP-Fruit Sale Starts

29 SEP-Glider Flights-Springfield, Vt.

06 OCT-Groton Fall Festival

11-12 OCT-UCC

11-14-CTWG/NER Conference

10 NOV-Cadet Ball

25 DEC/01 JAN-No Meetings

### ERIK NELSON REPORTS

Capt Erik Nelson, USAF and former Cadet Commander, Thames River Composite Squadron was back in the area last week and was the speaker at the Montville High School Graduation. He was unable to visit the Squadron during his short stay and left for Stockholm and a six month deployment at Andersen AFB in Guam.

After graduation from the USAF Academy, Erik earned his wings and is now a B-52 instructor pilot.

Last year, he spent seven months operating out of Al Udeid Air Base in Qatar and logged 440 combat hours over Syria, Iraq, and Afghanistan bombing Taliban and ISIS forces.



*The 23rd Bomb  
Squadron Deployed.  
Where's Eric?*

*Erik, on the left and  
his crew, engaged  
in a mustache  
growing contest.*



Erik just graduated from the USAF Weapons Instructor Course and last week, had a permanent change of station from Minot AFB, North Dakota to Barksdale AFB, Louisiana.



*Capt Erik "Swift" Nelson  
and a fellow B-52 pilot,  
his wife, Capt Kristin  
"Spice" Nelson at  
Weapons School  
graduation celebration.*

## MEETING MINUTES

10 July, 2018

### *Cadets*

Maj Farley presented a character development lesson in which he and the cadets explored the question, "What has happened to good manners."

### *Seniors*

Maj Noniewicz reviewed the concept of professionalism in the exercise of CAP missions.

A video about the actions needed when unsafe practices are observed was followed by a discussion.

The recent spate of flat spots on CAP aircraft tires was reviewed and steps necessary to correct the problem were considered.

## FOURTH OF JULY PARADE

Eighteen Squadron members marched or escorted the Fourth of July parade in Groton. Lt Jennifer Thornell organized the squadron participation.



For the second time in a month, TRCS members rendered first aid during a medical emergency.

SM Clara Kopycienski, Lt Michael Kopycienski, Capt Rob Guilliams, and Lt Steven Schmidt came to the aid of an elderly woman in a parking lot after the parade. A boy led them to a woman who

seemed to be suffering from heat exhaustion. The TRCS members assisted a samaritan who had arrived earlier and supplied ice, water, and shade and called 911. Upon the arrival of police and fire personnel, our crew was dismissed.

## PROMOTIONS AND ACHIEVEMENTS

Nine TRCS members recognized by promotions or awards.

Cadets Trinidad, Kelly, and Schaffer were advanced to Cadet Airmen First Class.



Cadets Martin and Race are our newest Cadet Staff Sergeants.



Cadets Wischman and Guilliams received their Cadet Master Sergeant Stripes.

Cadet Thornell received a community service ribbon.



Capt Guilliams and Lt Thornell were awarded leadership ribbons for their achievements of technical ratings in their respective specialty tracks.



2d Lt Schmidt had his “butter bars” replaced with the silver bars of a 1st Lieutenant.



The Squadron bid farewell to Chaplain Guilliams and C/MSgt Guilliams. They depart for Norfolk, Virginia where Chaplain Guilliams will assume his duties ministering to the crew of the USS George Washington. C/MSgt Guilliams has already identified to CAP squadrons in the Norfolk area and plans to join one of them as soon as the family gets established.



## LISP MISSIONS

The Squadron flew four LISP missions over the weekend. The first Saturday flight, crewed by Maj Farley, Lt Col Doucette, and Lt Trotochaud responded to a USCG request to search for missing kayak and possible person-in-the-water off Shelter Island. The aircraft diverted from the standard patrol and flew four circuits over Southold Bay but noted nothing of significance.

The second Saturday flight was flown by Maj Neilson, Lt Spreace, and Lt Col Bright.

On Sunday, Major Neilson, Lt Col Kinch and Lt Trotochaud flew the first flight.

Lt Schmidt and Lt Jacob Babor from Plainville received a Coast Guard assignment while on the second Sunday mission. Coordinates for a vessel thought to be taking on water were given and our plane headed for the site. Two separate search segments were flown; a sector search at the position initially reported and a parallel search along the shoreline near the mouth of the Connecticut River. No vessel in distress was detected so the standard LISP was resumed.

## PAPER AIRPLANES

### *Part One*

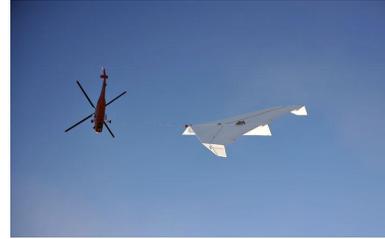
### *Pre-World War Two Unsuccessful Designs*

Commonly, a paper airplane is a dart-like glider made out of folded paper. It would be a good bet to claim that almost every reader of this article has, at one time or another, fashioned a paper airplane. Their history might be traced back two millennium to China and Japan. During the intervening years, many of the pioneers of flight, from DaVinci to the Wrights used paper airplanes to test their design concepts.





*Cadets Martin and Wischman launch their aircraft.*



The record for the longest flight by a paper airplane was set on February 26, 2012. Designer John Colline and Joe Ayoob's flight measured 226 feet 10 inches. The record was set at McClellan AFB in California.

Go to: <https://www.youtube.com/watch?v=EDiC9iMcWTc> for a video and building instructions.

The largest paper airplane is Arturo's Desert Eagle with a length of 45 feet, a wingspan of 24 feet weighing in at 800 pounds. The design was based upon a normally sized paper airplane developed by Arturo Valdenegro, a 12 year old from Tucson who was the winner of a contest sponsored by the Pima Air Museum. His design was modified and upscaled by Art Thompson who had been associated with Northrop's B-2 bomber. The aircraft was constructed from a paper-based honeycomb which carries the brand name, Falconboard.



Arturo's Desert Eagle was hoisted to 2,700 feet by a Sikorsky S58T helicopter and released. The glide lasted for about ten seconds and record a speed just under 100 miles per hour.

*For a video of the flight, go to:*

<https://www.youtube.com/watchv=qFQfmW2wAJE>.

The options are many: tiny paper airplane, radio controlled paper airplane, powered and unpowered, or long endurance paper airplane.

But there is another class of “paper airplanes.” Note the “scare” quotation marks. These are airplanes designed by the major aircraft manufacturers but never built. Their entire existence was on the paper on the engineers' drawing boards and perhaps a model. This article will investigate on class of aircraft, the United States Army and Air Force bombers between the B-1 and the B-70.

The bombers adopted by the Army from the B-1 to the B-6 were all biplanes with non-retractable landing gear and tailwheels. From the B-7 to B-14, all were twin engine aircraft, the -11 being the only Army bomber designed as an amphibian. Each of them could be classed as a light or medium bomber.

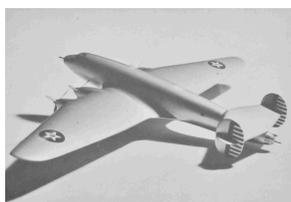
The threat of war in the mid 1930s and hot war in the early 1940s were characterized by the Army's quest for heavy strategic bombers and medium tactical bombers.

The Boeing B-15 and B-19 was the first of the piston powered long range heavy bombers constructed as prototypes. Lessons learned led to the development of the World War II classics: the Boeing B-17, Flying Fortress, Consolidate B-24 Liberator, and Boeing B-29 Superfortress. In addition, a limited number of B-32 Dominators were constructed by Consolidated as a back-up in case the B-29 project failed.

However, a number of other heavy bomber prospects were proposed but only made it to the paper stage. These were the Martin XB-16, Boeing

Y1B-20, Lockheed XB-30, Douglas XB-31, Sikorsky XBLR-3, and Martin XB-33.

The first “paper airplane” in the long range heavy bomber series was Martin's Model 145, designated XB-16, a mid 1930 design. The first attempt was Model 146A, an aircraft of conventional appearance with four engine and a twin tail. The engines however were not the commonly used air-cooled power plants but were liquid cooled Allison V-1710s buried in the wings using extension shafts to drive the propellers. The design was found wanting so Martin moved on to the Model 146B.



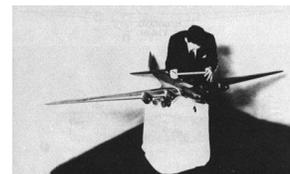
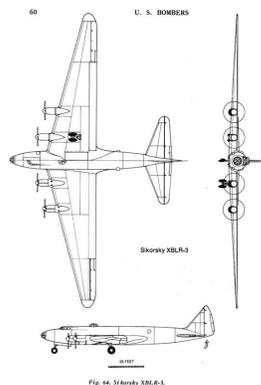
*Martin 146A*



*Martin 146B*

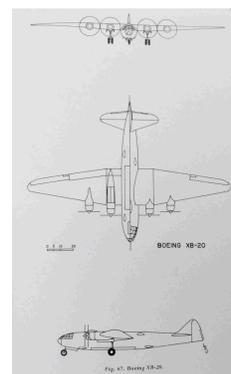
Imagine a twin boom bomber with the basic configuration of a P-38 or C-119 but carrying six engines, four driving tractor propeller and two driving pushers using water cooled Allison V-1710 engines buried in the wings. The wing span was 30 feet bigger than the B-29. But the performance figures, especially speed, did not meet the demands of the Army Air Corps and none were ever built.

Sikorsky's XBLR-3 was concurrent with the XB-16 proposal. The idea was to build a long range bomber with a 62 hour endurance. The model started as a twin boom six engine design similar to the Martin offering but was soon modified to a four engine bomber of conventional appearance. Notably, the XBLR-3 was Sikorsky's last fixed wing land plane. All future Sikorsky produces would be flying boats or helicopters.



*The XBLR-3 as a schematic and a scale model.*

A third member of the paper airplane heavy bomber class was Boeing's Model 316 designated Y1B-20 by the Army. The Y1 prefix indicates that the aircraft was funded outside of normal fiscal year procurement procedures.



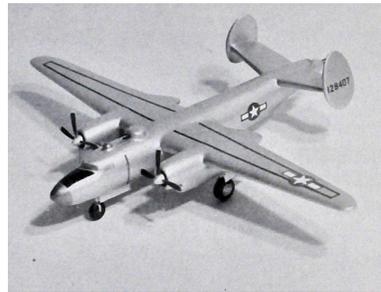
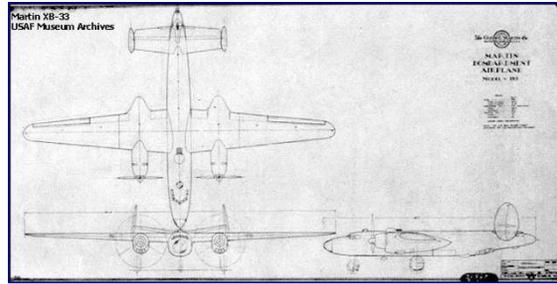
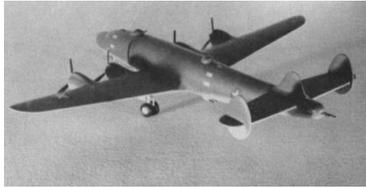
*The Y1B-20 in wood and on paper.*

This aircraft was Boeing's entry into the competition to produce a long range “super bomber” and was an offspring of Boeing's underpowered XB-15. The Y1B-20 featured pressurized crew stations and a tricycle landing gear. None were built but experience gained contributed to the successful B-29 Superfortress.

Lockheed's beautiful airliner, the Constellation, was the inspiration for its Model L-249 the XB-30 Galaxy. The aircraft was Lockheed's entry into the heavy bomber race. Like the contract winner, the B-29, the Galaxy sported four remote controlled gun turrets and a two fifty caliber machine guns and a 20 millimeter cannon in the stinger.

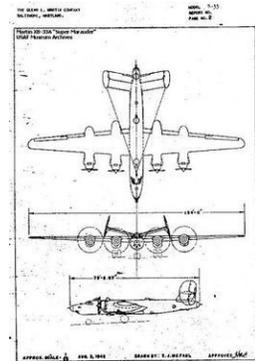
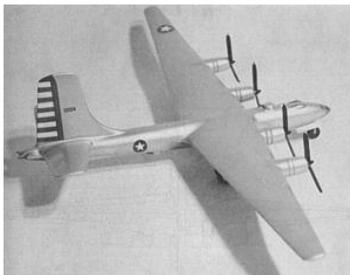


*An artist's rendition and a scale model of the Galaxy.*



*Martin's Super Marauder in its two engine and four engine variants.*

Douglas joined the heavy bomber competition with variants of its Model 423 Raidmaster. The fuselage was streamlined and the pilot and co-pilot resided in individual side-by-side bubble canopies. Two remote controlled 37 millimeter cannons were proposed for the tail and the usual fifty caliber machine guns were sited in remotely controlled turrets.



Martin's Model 190 was designated as the XB-33 Super Marauder. Two different versions emerged. The first was a twin engine pressurized medium bomber but as the requirements changed, the weight increased and two engines would not supply the necessary power. So Martin engineers added two engines and the designation became XB-33A. The Army Air Corps liked the design and ordered two prototypes and placed an order for 400 production models. However, the plan to use the Wright 3350 engines and build the aircraft in Omaha was trumped by the Army's desire to direct production to the favored B-29. The prototypes were never build and the order was cancelled. The XB-33A was a day late and a dollar short.

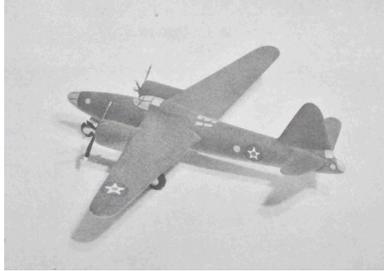
Paper airplanes in the medium bomber class in the run-up to World War II were the Douglas XB-22, and Martin XB-27.

Douglas had produced the relatively successful B-18 Bolo which shared design features with the DC-2/DC-3 airliners. The B-18s were powered by two Wright Cyclone engines developing around 1,000 horsepower. The XB-22 was a plan to upgrade the engines to 1,600 horsepower but it was never produced because better performing light bombers such as the Douglas B-23 Dragon were selected by the Army Air Corps.

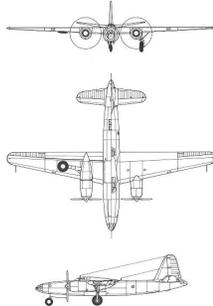
*The B-18A at the Museum of the USAF*



A call for a high altitude medium bomber led to Martin's Model 182, the XB-27. Martin's intent was to produce a pressurized version of its B-26 Marauder. However, the XB-27 was doomed to exist as a wooden model and on blue prints only.



*XB-27*



The next issue will carry Part Two of this feature, Post World War Two Unsuccessful Designs.

### **AEROSPACE CHRONOLOGY**

**July 11, 1935** – Laura Ingalls arrives in Burbank, California after an 18-hour flight from Floyd Bennett Field, New York, making her the first woman to fly east to west across the United States. She was a distant cousin of Laura Ingalls Wilder, author of *The House on the Prairie*.

She earned the Harmon Trophy in 1934, flying a Lockheed Air Express from Mexico to Chile, then crossing the Andes to Rio de Janeiro and on to Cub and back to Brooklyn's Floyd Bennett Field establishing a number of “firsts” for a woman and setting distance record of 17,000 miles.



*Ingalls and the Lockheed*

But there was a dark side to Ingalls. As Hitler rose to power in Germany, Ingalls became a mouthpiece for the Nazis. She received a \$300/month stipend from the head of the Gestapo in the United States and promoted the America First Committee.

In 1939, Ingalls was indicted by a grand jury for failing to register as a paid agent of the Nazis.. She served a 20 month sentence and upon release, demonstrated that the Federal Prison system was not a reformatory.

When her probation period ended in 1944, she was arrested at the Mexican border with a suitcase full of seditious material and notes culled from Japanese and German short-wave radio broadcasts.

Ingalls applied twice for presidential pardons but was turned down both times having been of “special value of the Nazi propaganda machine.

**July 12, 1957** – President Eisenhower becomes the first U. S. president to fly in a helicopter when he is flown from the White House to Camp David in a USAF Bell UH-13J Ranger.



*Ike prepares to board the Ranger.*

The mission was part of the plan to protect the President in case of nuclear attack. The Air Force picked the Ranger for the mission although it could only carry two passengers but the sticker price was only \$40,000. The estimated cost for the new Sikorsky VH-92A is hovering around \$400 million dollars a copy.

The first flight was commanded by Maj Joseph E. Barrett and Eisenhower was accompanied by James Rowley, Chief of the White House Secret Service detail. A second Ranger followed with Maj General Howard Snyder, M.D., Ike's personal physician. Six larger helicopters then lifted off with White House staffers and the press pool.



*The historic aircraft now hangs in state at the National Museum of the USAF.*

**July 13, 1977**– Count Carl Gustaf Ericsson von Rosen, Swedish nobleman, humanitarian, and mercenary pilot goes West. Rosen has a celebrated aviation career, serving with the Swedish Red Cross Ambulance mission in Ethiopia which had been attacked by fascist Italy in 1935.



*Swedish Red Cross in Ethiopia.*

Returning to Europe, von Rosen flew for KLM. In 1939, the Soviet Union invaded Finland and von Rosen answered the call, bringing a Douglas DC-2 converted to a bomber. He then tried to enlist in the Royal Air Force to fight the Nazis but there was a hitch. He was the nephew of Carin Göring, wife of Herman! Back to neutral Sweden and an airline job with a government owned airline.



*KLM Captain*

When the war ended, von Rosen returned to Ethiopia as chief instructor for the Imperial Ethiopian Air Force but internal politics proved to be troublesome so he left and went to work for Transair, a company used by the United Nations during the Congo civil war, a proxy contest between the Soviet Union and the United States.

When a civil war broke out in Nigeria, von Rosen took the side of the Igbo living in the province of Biafra and against the Muslim military government. Initially, he flew DC-7 cargo flights with relief supplies but the Nigerian Air Force, equipped with MiG-15 and MiG-17 fighters flown by Egyptians and Czechs interfered with the flights.

Working with the French Secret Service, von Rosen flew in five Malmö Flygindustri MFI-9s. The planes were camouflaged and equipped with unguided 68 mm air to ground rockets.



Crewed by von Rosen, two Swedes, and two Biafrans, they attacked Nigerian airfields, destroying a few fighters and half the Ilyushin IL-28 bombers. The MFI-9s were also modified to drop food supplies to starving Biafrans.



*Von Rosen confers with four members of his "mosquito" air force.*

Rosen returned to Ethiopia and for three years worked on relief for famine and drought victims. In 1977, the Somalis invaded Ethiopia and von Rosen used his MFI-9s to bring supplies to the Ethiopians. In July, von Rosen was caught on the ground during a Somali attack and was killed.

**July 14, 1919** – When the French planned a WWI victory parade on the Champs-Élysées in Paris, they mandated that the aviators must march on foot like the common *pouillos*. The French aviators took umbrage at this demeaning order. A group of them met in Le Fouquet, a favored “watering hole” and planned their protest. One of them would fly through the Arc de Triomphe during the parade!

To protest against the fact that pilots have to parade on foot at the World War I victory parade on the Champs-Élysées in Paris, French pilot Charles Godefroy flies his Nieuport fighter under the arches of the Arc de Triomphe. Sous Lieutenant Jean Navarre, an ace with 12 victories was selected. Unfortunately, he was killed while practicing and was replaced by Charles Godefroy who found a convenient bridge for his practice flights. Aware of the value of publicity, the pilots arranged for a journalist, Jacques Mortane, to film the event.

On Bastille Day, 1919, the deed was done. Godefroy flew his Nieuport 27, wing span 26 feet, 10 inch, through the Arc, width 47 feet, 6 inches. Fear of imitators led the Commissioner of Police to ban the film. But you can see it at:

<https://www.youtube.com/watch?v=HIZzkq5Y8q0>.



(Photo Credit: Jacques Mortane)

Godefroy was admonished and went into the wine business. The authorities were not so lenient in 1981 when Alain Marchand repeated the flight and was fined 5,000 Francs. In 1991, a pilot stole a Mudry CAP B-10 and flew through the Arc and for an encore, took the aircraft under the lowest arch of the Eiffel Tower. The plane was found abandoned and the pilot had vanished. Without doubt he noted the escalating level of punitive action exercised by the French gendarmes and gave up the glory to avoid the guillotine.

A British pilot provided a similar rebuttal to an insult to the Royal Air Force. On April 5, 1968, Flight Lieutenant Alan Pollack flew his Hawker Hunter FGA.9 under London's Tower Bridge.



*Artist Gary Eason's Painting of Pollack's Feat*

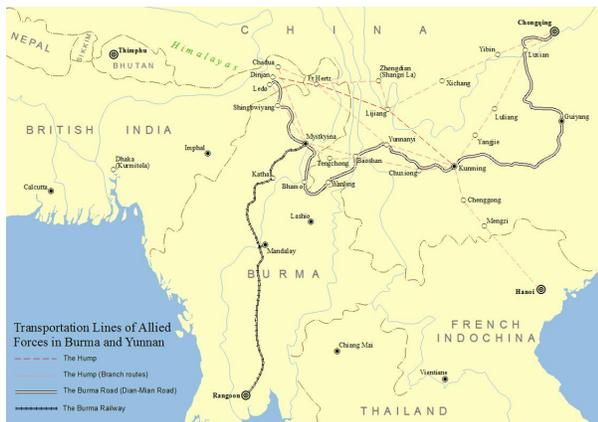
It was the 50th Anniversary of the formation of the Royal Air Force and the Ministry of Defence had failed to recognize it. Pollack was arrested and invalidated out of the RAF on medical grounds to avoid the embarrassment of a court martial.

This year marks the 100th anniversary of the RAF and The Coastwatcher notes that the British Ministry of Defence has learned its lesson and laid on a host of celebratory events.

**July 15, 1942** –China was in trouble. The Imperial Japanese Navy blockaded the coast, the Russians signed a non-intervention pact with Japan and shut down the supplies which came from Turkestan along the Old Silk Road and the Japanese army had conquered Burma and closed down the Burma

Road. China was serving a valuable service by keeping a very large part of the Japanese Army tied down but they needed supplies to keep up the fight.

A decision was made to set up an aerial supply service from British held India over the Himalayan Mountains (The Hump) to Chinese held bases. This was the first sustained long range all weather airlift ever attempted.



(Credit: SY)

The flights were fraught with danger: 20,000 foot mountains, storms, icing, and Japanese fighters. 509 aircraft were lost and 1,500 crew members lost. Over time, good leadership and better aircraft not only improved the safety record and increased

the tonnage delivered. By the end of the war, 650,000 tons of fuel, food, medical supplies, ammunition, and armaments were taken to China.



*Commando Crossing the Hump*

The lessons learned well served what is now the U.S. Air Mobility Command well. The Berlin Airlift, Operation Nickel Grass, and the massive airlifts to Southwest Asia.

Some of the notables involved with “The Hump:” Col. Robert L. Scott, Jr., author of *God is My Copilot*, Col Merian C. Cooper, WWI Aviator, founder of the Kościuszko's Squadron, and director of the movie King Kong, Maj Ernest Gann, chronicler and novelist of aviation, 2d Lt. Theodore Stevens, Senator from Alaska, 2d Lt. Bruce Sundlum, governor of Rhode Island, Gene Autry, movie and television cowboy, Lt Col Robert Strange McNamara, future Secretary of Defense, and Mr. Steven Gracewski who taught English and Latin to the Editor and reluctantly spoke about his experiences with his aviation enthralled student.

**July 16, 1921** – a half-century before the National Intercollegiate Flying Association took wing, Cambridge and Oxford universities engaged in the first aerial meet between post-secondary educational institutions. Three years after the end of the War to End All Wars, an Oxford undergraduate proposed an air race akin to the famous boat race on the Thames between the two universities.

A lot of veteran airman lucky enough to survive the fighting on the Western Front and the flimsy airframes and unreliable engines which were their lot, were enrolled at the two universities and an aerial duel seemed a temporary antidote to the dull life in academe. A. R. Boeree, formerly a test pilot at Martlesham Heath, proposed the event.

The Royal Aero Club provided eight S.E.5A biplanes, a Royal Aircraft Factory design built by Martinsyde, famous for their motorcycles. The RAC was sponsoring the 1921 Aerial Derby at Hendon and incorporated the race into the program. The Anglo-American Oil Company, Lord Cowdray, and Lord Dewar contributed £400 prize money, equal to about \$26,000 dollars today. At that time, an average factory worker in England earned about £200/year.



*And They're Off!*

Each team was allotted three aircraft. (Two were reserved as spares). The tails were painted in the traditional school colors, dark blue for Oxford and light blue for Cambridge. The Oxford pilots were Boeree from Oriel College, A.V. Hurly from Keble, and N. Pringe from New College. Cambridge aircraft were flown by H.A. Francis and W. S. Philcox, Caius College and R.K. Muir from St. Catherine's. Contest rules required that each of the contestants must have logged a minimum of 1,000 hours to qualify for the race.

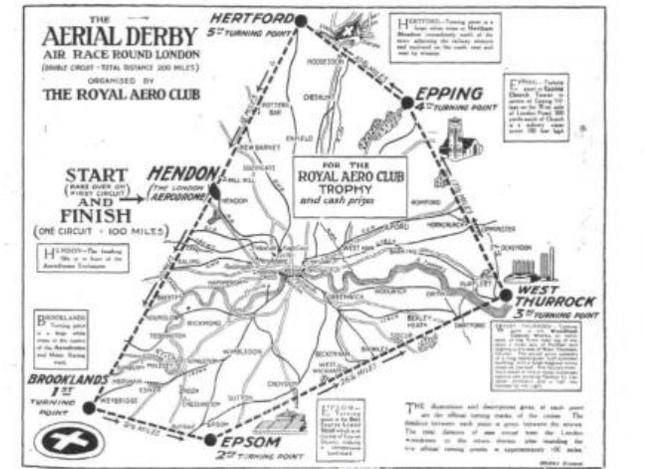
Cambridge's Philcox took the lead on the second lap and maintained it to the finish line. Oxford's Pring broke an ignition line and made a forced landing. Boeree, who inspired the race finished last. Cambridge swept the field, finishing 1-2-3. Philcox's winning speed was 118.55 mph.

The race was two circuits around a closed course: Hendon-Epping-Hertford-Hendon, a total distance of 129 miles.

**July 17, 1953** – Lieutenant Guy P. Bordelon scores his fifth aerial victory, becoming the United States Navy's only ace of the Korean War and the only ace to do so in a piston engine fighter.



*Bordelon names his Corsair after his wife.*



His unit was stationed in Seoul to counter the 'Bed Check Charlie' raids. The North Koreans were using propeller driven aircraft to attack supply dumps at night and the U.S. jets flew too fast to engage them. Bordelon flew the Vought F4U-5N Corsair and made all of his kills at night. He achieved an aerial "hat trick." He was not only the Navy's only ace but also the only ace to fly a prop plane and make all of his kills at night and was credited with destroying three Lavochkin La-9 or La-11s and two Yak-18s

The aircraft were fitted with 220 hp Wolseley-Viper engines. Cambridge strategized that they would perform better at altitude but the Oxford team chose to fly at tree-top level, a tactical mistake.



(Drawing Credit: Wings Palette)

