



Missions for America

Semper vigilans!

Semper volans! No Meeting-Encampment

CADET MEETING

14 August, 2018

21 August, 2018

Change of Command Ceremony

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

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C/2dLt Daniel Ramsey passed command of the cadet squadron to C.CMSgt Christopher Munzner.

SENIOR MEETING

14 August, 2018

Senior Members discussed the plans for Squadron participation on Sunday's Groton Aviation Day.

Maj Noniewicz and Lt Spreccace spent several hours analyzing the operating system of the Squadron's SAR unmanned aerial vehicle.

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Senior members worked on individual projects.

SQUADRON CALENDAR

- 28 AUG-Cadet Pool Party/TRCS Sr. Meeting
- 15-16 SEP-Stewart Air Show-Newburgh, NY
- 22 SEP-Preston Scarecrow Festival
- 25 SEP-Fruit Sale Starts
- 29 SEP-Glider Flights-Springfield, VT
- 30 SEP-Glider Flights-Springfield, VT
- 06 OCT-Groton Fall Festival
- 11-12 OCT-UCC
- 16 OCT-SUI
- 11-14 OCT-CTWG/NER Conference
- 10 NOV-Cadet Ball
- 18 DEC-TRCS Holiday Party
- 25 DEC/01 JAN-No Meetings

MITCHELL CEREMONY

Cadet Daniel Ramsey received received his second lieutenant insignia and the Billy Mitchell Award. The award honors Major General William Lendrum Mitchell, air power visionary and promoter of an independent air force.



Mr. and Mrs. Ramsey attach officer epaulettes to TRCS's newest cadet officer.

2d Lt Ramsey joined the Civil Air Patrol in the summer of 2012. His dedication to CAP Core

Values, hard work, and a responsible demeanor resulted in a steady progression resulting in his appointment as Cadet Squadron Commander.

Connecticut State Senator Catherine Osten presented Ramsey with a citation from the Connecticut legislature.



Former Deputy of Commander of Cadets Lt Steven Schmidt praised Ramsey for his highly successful coordination of cadet orientation flights which has resulted in every new member receiving a ride within 90 days of joining the Squadron.

Ramsey epitomizes the CAP spirit of volunteerism. He has contributed over 1,000 hours in church activities and serving disabled children in a horseback riding therapy program.

He has been home schooled and will start a college transition program in Colorado in September.

In his acceptance speech, C/2d Lt Ramsey advised cadets to immerse themselves in the CAP program. He suggested that time is their most valuable resource and that any opportunity to take advantage of what is often referred to as “dead time” will be to their advantage during both their CAP careers and in later life.

NATIONAL AVIATION DAY

19 August, 2018

The Connecticut Airport Authority celebrates National Aviation Day, the anniversary of Orville Wright's birth in 1871, with an open house at Groton-New London Airport. Over 20 organizations set up exhibits or ran seminars or demonstrations for the general public.

Visitor had a chance to explore the facilities of the Army National Guard's 1109th Theatre Aviation and Support Maintenance Group, Survival

Systems, general aviation aircraft including the TBM 900, take a helicopter ride, watch the Salem Probsters fly their drones, and interact with organizations ranging from the United States Coast Guard to the Coastal/Action Air flight training programs.

Twenty-one members of Thames River Composite Squadron ran four different programs to promote aviation, educate the public, and highlight the Civil Air Patrol missions. Lt Steven Heard was in over-all charge of setting up our exhibits. Lt Col Lawrence Kinch led the ramp display team consisting of our Cessna 182 and Ford Explorer search and rescue vehicles. SM Michael Kopycienski directed cadet ground team members demonstrating radio direction finding, Lt Jennifer Thornell, Deputy Director of Cadets organized our display in the terminal, and Lt Adam Spreace displayed the Wing search and rescue remote piloted vehicle.

CAP vehicles on the Groton ramp.



The Squadron had an external power source for the aircraft so that visitors could view the many flight, engine, navigation, and search displays available to an aircrew.



Lt Col Kinch, briefs visitors on the features and uses of the Cessna 182.

A training version of an emergency locator beacon (ELT) was activated by Kopycienski's band of BDU clad cadets. The public not only learned about the capabilities of the L-Per direction finder but had the opportunity to use it.



Maj Bouque and Cadet SM Koycienski, Thornell prepare to deploy the ELT.

The Wing's Remote Piloted Vehicle (RPV) received its first public showing. Lt Spreccace assembled the vehicle and with the assistance of Mr. Bernie Liskov of the Salem Propbusters, got many of its systems operating.



Lt Spreccace attaches a rotor to our SAR RPV.

SM Kopycienski Squadron Radio Officer, coordinates the exercise.



Lt Col Rocketto explains the features of our RPV to an Air Force veteran.



Inside the terminal, the Squadron set up a number of flight simulators, a display about CAP history, information about CAP programs and opportunities to join and Maj Bourque's display, "Wright Flyer to Saturn Five-From a beach near Kitty Hawk to the Moon.



On the left, C.2dLt Schantz lends a hand to a very young simulator pilot. On the left, a visitor struggles with the intricacies using our drone simulator

In addition to those members named above, the following senior members and cadets rotated from activity to activity assisting the exhibit leaders, speaking to the general public, and helping with logistics: Cadets Shaffer, Trinidad, Burton, Schantz, Martin, Thornell, and Diaz and senior members Noniewicz, Richards, Bradstreet, Ciniglio, Diaz, Pineau, Farley, Bright and Rocketto.

ENCAMPMENT

The 2018 CTWG Encampment was highly successful. 109 cadets from nine different wings signed up and 109 graduated. Their activities included physical training, military drill, obstacle course exercises, aerospace education, orientation flights in CAP Cessnas and rides in Connecticut Air National Guard and Army National Guard C-130s and CH-47 Chinooks.



Maj Bourque at our aerospace exhibit.

(Photo Credits; Cadets Thornell, Martin, and Trinidad)

C/SMSGt Rhys Thornell served on the encampment administrative staff, C/Daniel Martin

was a member of the support staff and C.CMSgt Christopher Munzner was assigned to logistics.



Cadet Thornell marching in the "pass in review" ceremonies at Camp Niantic. Thornell noted that he enjoyed the military environment.

TRCS Cadets who attended as basic campers were Jack Race, Luis Trinidad, Elizabeth Burton, and Spencer Haynes.

Cadet Trinidad said that the flight in the C-130 was a great experience and that he learned a lot it an aerospace lesson about radiation.

Lt Eric Diaz and Lt Christina Trotochaud assisted in encampment activities.

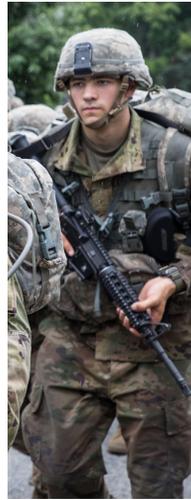
AWARDS AND ACHIEVEMENTS

Lt Adam Sprepace passed the Form5 flight check for the Cessna 182 and Maj Paul Noniewicz passes his annual Form91 re-qualification as a mission pilot. Both check rides were conducted by Lt Col John deAndrade.

Maj Jay Farley was praised by Wing Commander James Ridley and given a coveted CTWG coin for his excellent performance directing the orientation flights held during the CTWG Encampment last week. Assisted by Lts David Pineau and Adam Sprepace, the trio set up 109 sorties, entering the required Web Mission Information Reporting System (WMIRS) data and matching cadets and pilots.



HOLLINGSWORTH TAKE A HIKE



Former Cadet Commander, C/Col Daniel Hollingsworth's new rank is Cadet 4th Class of Plebe at the US Military Academy. He has just completed his last week of Cadet Basic Training with a 12 mile hike from Camp Buckner.

AVIATION HISTORY

August 15, 1943 – In his 1925 book, *Winged Defense*, Mitchell postulated that Japanese territorial ambitions might one day lead to a 7:30 morning attack on Hawaii.

In 1935, testifying before Congress, Mitchell stated "I believe that in the future, whoever holds Alaska will hold the world. I think it is the most important strategic place in the world." He understood the importance of the great circle routes over the pole and Alaska's flanking position on the North American continent and Northeast Asia.

Three weeks after the Sunday morning attack on Pearl Harbor, the Japanese landed troops on two of the Aleutian Islands, Kiska and Attu. A bitter and little known campaign was waged by the Navy and the Eleventh Air Force in fog, ice, and storms over the next 20 months. 4,300 combat sorties were flown, 7000 tons of bombs were dropped and combat, weather and operational losses claimed 471 aircraft.



Lockheed PV-1 Venturas on Patrol. (Credit: National Archives)

On 15 August, troops over 34,000 American and Canadian troops landed but no one was home. Under cover of the ever prevalent fog, the Japanese had evacuated their troops on July 28th. The landing resulted in 313 killed from friendly fire, booby traps, and the punishing weather.

August 16, 2002 – The greatest loss of life in a helicopter accident occurred when Islamic Chechen rebels launched an SA-18 Grouse and brought down a Mil Mi-26 Halo. 127 men of the 147 aboard the overloaded aircraft were killed when it crashed into a mine field and caught fire. The normal troop capacity of the Halo is 90 men.



An Halo Helio

August 17, 1940 – Billy Fiske goes West. Fiske won gold medals in the 1928 and 1932 Olympics as driver of the U.S. bob sled teams. In 1940, he assumed the identity of a Canadian to sidestep United States neutrality laws and enlisted in the Royal Air Force Volunteer Reserve.



Fiske at the wheel of the bobsled.

Fiske, fifth from left, with squadron mates and a Hurricane.



On the day of his death, he and his squadron mates flying Hawker Hurricanes intercepted a flight of Ju 87 Stukas. During the fight, a German gunner put a round into Fiske's gas tank and set the aircraft alight. He flew the burning aircraft back to his base but the burns which he incurred led to his

death in hospital two days later. He was the first American pilot to die in the Battle of Britain.

August 18, 1943 – Luftwaffe test pilot Paul “Rudy” Opitz was being towed from the recently bombed Peenemünde to a safer site flying a Messerschmitt Me 163B Komet, a rocket powered interceptor more dangerous to its pilot than its target.. After leaving the tow, Opitz attempted to set down but the landing skid malfunctioned and the aircraft and the landing was so rough the he damaged two vertebrae requiring three months in hospital.



Opitz boarding a Komet.

When the war ended, the United States instituted Operation Paperclip and brought 1,600 specially skilled German scientists, engineers and technicians to the United States to work on cold war projects. Rudy worked at Wright-Patterson AFB and became a U.S. citizen in 1955. In 1956, he moved to Connecticut and was Chief of Flight Test Operations in the turbine division of Lycoming.

Opitz started his aviation career by teaching himself to fly a homebuilt glider became one of the first glider pilot instructors in the Luftwaffe. His only combat mission was as a glider pilot on the attack on Belgium's Fort Eben-Emael in which 78 paratroopers were landed by gliders on top of the supposedly impregnable fortress. The attackers used shaped charges and flame throwers against the 1,200 Belgian troops who surrendered in 24 hours.

The DFS 230 was used for the attack on Eben-Emael.

(Credit:Budesarchiv/Stocker)



After he settled in the Connecticut, he became a well know glider pilot and instructor and was an FAA Designated Pilot Examiner for thirty years and was an active member of the Nutmeg Soaring Association where he served as Chief Instructor.



Opitz coaches a student before a Grob 103 flight.

August 19, 1929 - The ZMC-2 makes its first flight. The aircraft is the only metal-skinned airship ever built. Over 3,500,000 rivets held the alclad skin to the interior structure.



Called the "Tin Bubble," the ZMC-2 flew for 12 years and accumulated over 2,000 hours of flight time as a Navy airship,

August 20, 1946 – A Messerschmidt Me 262A, the first operational jet fighter, crashes just south of Xenia, Ohio when one of its engines catches fire. The aircraft was war booty and was being flown by Walter J. McAuley, Jr., a test pilot for the Air Force Flight Performance Section, Flight Test Division at Wright Field. McAuley parachuted to safety.



McAuley and Me 262 at NAS Patuxent River

August 21, 1941 – Oklahoma native Lt Eugene M. Bradley goes West. Bradley was engaged in a mock dogfight with Lt Frank H. Mears, Jr., a fellow member of the 64th pursuit Squadron, when his Curtiss P-40C Warhawk stalled and spun in.



P-40C at the Chino Air Show

Bradley's Wings on Display at NEAM

The wreck site is under Runway 33. The Army Air Force changed the facility name for Windsor Locks Air Base to Army Air Base, Bradley Field in honor of the fallen airman.

August 22- Three prominent figures in aviation go West.

1963-Ellen church, the first American airline stewardess

1980-James McDonnell, founder of McDonnell Aircraft

1989-Alexander Yakolev, Soviet aircraft designer



August, 23, 1958 – President Dwight D. Eisenhower signs the Federal Aviation Act of 1958 which creates the Federal Aviation Agency,

now known as the Federal Aviation Administration.



FAA Head Shed, Washington, part of the two building Orville Wright/Wilbur Wright complex.

FAA Mike Maroney Aeronautical Center, Will Rogers Airport, Oklahoma City, houses over 7,000 employees.



FAA Hughes Technical Center, Atlantic City IAP is the FAA's laboratory for research and development

August 24, 1979 – Stephen Francis Williams flies a Stearman PT-17 into power lines over Lake Natoma near Folsom, California. The airplane crashes into the Lake and the passenger, a 17 year old girl drowns. This is the second time that Williams reckless behavior has killed a passenger. Records indicate that in 1951, while attempting to take off in dense fog at Salinas Municipal Airport, he crashed and killed his 12 year old daughter.

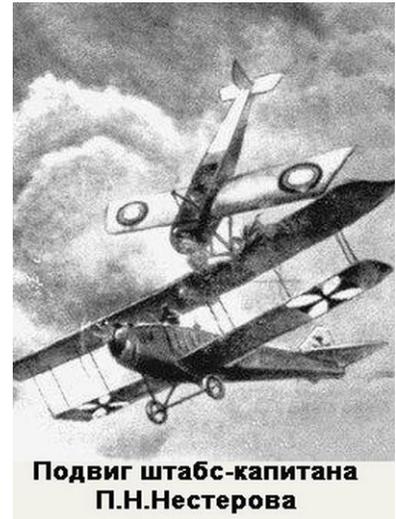


(Photo Credit: Flight Aware)

The aircraft involved was salvaged and is still flying today. It is painted in Navy “recall” colors. The Stearmans used for training were not radio equipped. If it became necessary to recall the students because of a storm or other emergency, the barber-pole striped “recall aircraft: was sent to the training area. When the students spotted this aircraft, they returned to their training fields.

Williams is convicted of manslaughter, the first time in the United States in which a pilot has been held criminally responsible for the death of a passenger. According to the Flight Safety Foundation, a California court sentences Williams to 5 consecutive weekends (10 days total) in jail!

August 25, 1914 – Pyotr N. Nesterov is the first pilot to down an enemy aircraft in aerial combat when he rams an Austro-Hungarian Albatros B.II flown by Franz Malina with Baron Freidrich von Rosenthal as observer. Nesterov, a very experienced aerobatics pilot may have been attempting to strike a glancing blow buy miscalculated. He was not strapped into his Morane-Saulnier Type G and was thrown out and fell to his death. Malina an Rosenthal were also killed.



Interestingly, a Baron Gustav Heinrich Johann de Rosenthal was the only Russian to fight for the rebels in the Revolutionary War. He fled Russian after killing a man in a duel and served with the Pennsylvania militia and as a surgeon's mate aboard the frigate South Carolina. Whether or not these two men were related has not been determined by *The Coastwatcher* at this time.

August 26, 2012 – The longest serving flight attendant in history, 83 year old Ron Akana retires. His final flight from Denver to Hawaii caps a career with United Airlines during which he flew about 200 million miles and made about 10,000 trips over the Pacific Ocean.

Working hard to the end, On his last flight, Ikana prepared drinks for the passengers.



August 27, 1941 – The German submarine U-570 surrenders to a Royal Air Force Lockheed Hudson patrol bomber south of Iceland.



Left: Crew gathered on conning tower.

Hudsons of 269 Squadron.

(Photo Credits: Imperial War Museum)



Sailing with an inexperienced crew, the U-570 was first spotted by a 269 Squadron Hudson which attacked. However, the depth charges failed to release. The sub submerged but shortly thereafter, when it resurfaced, a second 269 Squadron Hudson attacked. Too late, the U-570 crash dived. Four 250 pound depth charges created leaks and knocked out the electrical system. Panic ensued when the crew believed that sea water had entered the battery compartment and chlorine gas was filling the ship.

The sub resurfaced and the Hudson attacked with machine guns. Unable to defend themselves, the ship's crew waved a white flag and surrendered.

Surface ships arrived and a boarding party took possession of the U-570 and important cipher materials which had not been destroyed.



The U-570 boarding as observed from a circling PBY.

The Royal Navy, after studying its many unique features, refurbished the vessel and it returned to sea as the *HMS Graph* and completed four war patrols for the British.

August 28, 1988– Ramstein Air Show Disaster: Three of the ten Aermacchi MB-339 jets from the Italian Air Force display team *Frecce Tricolori* collide in mid-air. They were attempting their signature “Pierced Heart” maneuver. Four aircraft fly directly towards five aircraft parallel to the show line. The tenth aircraft flies directly towards the crown and passes through the converging formations.



The Maneuver (Credit: Robert Stretter)

The solo pilot miscalculated and strike one of the other aircraft which took out a third aircraft and then flew directly into the crowd. Sixty seven spectators and three pilots were killed and 346 others seriously injured.

The Collision

