



Missions for
America

*Semper
vigilans!*

Semper volans!

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

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300 Tower Rd., Groton, CT
LtCol Stephen Rocketto, Editor
srocketto@aquilasys.com
Maj Scott Farley, Publisher
Maj Roy Bourque, Paparazzi
Hap Rocketto, 2nd Lt, AUS, (ret'd.)
Capt Edward Miller, Feature Writers

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04 September, 2018

SQUADRON CALENDAR

11 SEP-TRCS Meeting
18 SEP-TRCS Meeting
22 SEP-Preston Scarecrow Festival
25 SEP-TRCS Meeting/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

CADET MEETING

04 September, 2018

The Cadets engaged in a character development session, wingman exercises and leadership games.

SENIOR MEETING

04 September, 2018

Commander's Call

Squadron Commander Farley led a meeting reviewing the status of the Squadron.

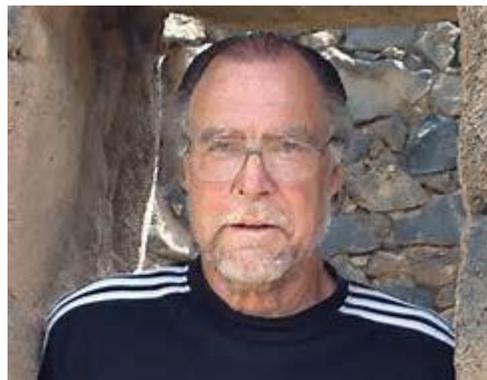
The upcoming schedule was reviewed, the annual fund raiser discussed, and the Squadron participation in the weekend TRAEX planned.

Lt David Pineau was praised for his successful leadership in last week's logistics survey.

Maj Farley announced that TRCS had again earned the Cadet Quality Unit Award.

Maj Neilson briefed the members on thunderstorm avoidance while in flight.

GONE WEST



Captain Tom Prinster

(Photo Credit: Providence Journal/Joyce Anderson)

On Tuesday, July 28th, Captain Thomas N. Prinster, age 71, filed his last flight plan and flew West.

Groton Airport old timers remember Tom Prinster whom with First Officer Lyle Hogg performed an extraordinary act of heroism on February 21, 1968 when Pilgrim Airlines Flight 458 caught fire over central Rhode Island. Flight 458, a DeHavilland of Canada DHC-6-100 Twin Otter was en-route to Boston's Logan Airport with ten passengers aboard after departing Groton.



N127PM, the aircraft involved in the accident while at Logan Airport. (Photo Credit: Tom Hildreth/Ed Coates Collection)

They were IFR at 4,000 feet in clouds when they attempted to activate the windshield deicing system. A pungent cloud of smoke filled the cockpit. A leak in the alcohol based deicing system had ignited. The reservoir of pure isopropyl alcohol was beneath their seats. Prinster decided to divert to Providence but the flames and smoke intensified. A descent was started and when they broke out of the clouds, they spotted the frozen Scituate Reservoir and made the decision to land on the ice.

The flames intensified. Hogg later stated that "It was like sitting in the middle of a bonfire." They were being roasted alive. Fingers, ears, skin were charring. The smoke was so thick that they could not see each other and they couldn't communicate. Their headsets had melted.

Two passengers, Harry Polychron, a deadheading US Air flight engineer and 16 year old Grant Reynolds broke out windows and opened air vents in an attempt to clear the choking smoke.

Flying using an open side window, Prinster managed to land on the ice. The landing gear broke off as did the right wing. The crew and passengers abandoned ship after which the flames reached the fuel tank and the wreck exploded. Emergency personnel arrived and medical procedures initiated.

Of the ten passengers, nine survived, one dying of asphyxiation. Prinster had been burned over 70% of his body and his lungs were damaged. He endured a long series of operations, skin grafts and plastic surgery with characteristic good humor saying the he had been "70% re-upholstered."

The Flight Safety Foundation awarded Prinster and Hogg their FSF Heroism Award which recognizes

...civil aircraft crew members or ground personnel whose heroic actions exceeded the requirements of their jobs and, as a result, saved lives or property. Selection of award recipients is determined by the degree of personal risk involved in the heroic act; the nature of the courage, perseverance and other personal characteristics that were displayed; and the degree to which the heroism was outside normal levels of duty and ability.

Both Prinster and Hogg resumed flying after had recovered. Prinster flew for a short time only but Hogg is now President of Piedmont Airlines.

Arguably the most feared emergency which any aviator faces is fire in the cockpit. In extremis, Captain Prinster displayed the highest standards of command, professionalism, and raw courage. His action as an aircraft commander is an exemplar for all of us in the aviation community.

ELT SEARCH

CTWG was tasked to search for the source of an emergency locator transmission on Saturday morning, September 2nd. Two aircraft were dispatched, one to search the eastern half of the state and another to fly west of the Connecticut River. Maj Paul Noniewicz and Maj Scott Farley manned the Thames River aircraft.

The TRCS crew flew up the Connecticut River to the Hartford VOR and thence to the Massachusetts border. They then flew south back towards Long Island Sound at 5,500 feet and detected a faint signal which got stronger as they approached the coast. Radio bearings indicated that the source was further south so Noniewicz, mission pilot, headed towards Greenport, Long Island while Farley

operated the Becker radio direction finder.

The signal got stronger so they continued past the south shore of Long Island and determined that the signal was being emitted by or near a fishing boat 6 miles off-shore. Communications with Meriden Mission Base and with CAP 606, the other aircraft were good. The aircraft, based in Bridgeport was manned by Brian Proulx and James Hoffman. They were carrying a full suite of overwater survival equipment so they were able to fly lower in an attempt to identify the vessel. The boat showed no signs of distress and was underway to the northeast so the search was closed out.

The Coast Guard has determined that the signal source was an ELT which had gone overboard and was attempting to retrieve it.

AD HOC UAV TEAM MEETING

After Commander's Call, a small group gathered to prepare the Wing's Unmanned Aerial Vehicle for a Saturday exercise.

The instructor was Mr. Bernie Liskov, an experienced drone operator who owns and has flown a similar vehicle. Two key participants were Maj Paul Noniewicz who added his computer expertise and a new member, Alex Seidet.

Seidet is in the Air Force Reserve and has just finished a tour of duty flying the Predator. His experience and knowledge of flight instrumentation and controls are a valuable addition to the program.



Liskov manipulates some wiring as Spreccace observes the results on the flight computer and Noniewicz and Seidet look on.

Also engaged were Lts Spreccace and Pineau and Lt Col Rocketto, who added some excitement to the proceedings when he shorted out one of the batteries and managed to burn a hole in Maj Bourque's 101 card.

The group hopes to have the UAV operational for a practice session on Saturday.

AVIATION CHRONOLOGY AND HISTORY

Sept. 6, 1940 – The first production Douglas Scout Bomber (SBD) is delivered to the U. S. Navy. The aircraft, from the drawing board of the gifted designer Ed Heinemann, is given the name “Dauntless.”

Nicknamed “Slow But Deadly,” the Dauntless was the aircraft responsible for destroying four Japanese aircraft carriers at the Battle of Midway and changing the course of the war in the Pacific.



The aircraft above, an SBD-2, now on display in Pensacola, is a veteran of the Battle of Midway. After the battle, it was used for training and in 1943 was ditched in Lake Michigan after a landing attempt about the USS Sable. It was recovered in 1994 and restored.



SBD-3s off the USS Hornet commence a bombing run on the IJS Mikuma, June 6, 1942.

(Credit: US Navy)

Sept. 7, 1940– Herman Göring and Adolph Hitler commit a major tactical blunder when the Luftwaffe is ordered to stop targeting British air defense facilities, airfields and radar, and shift to a bombing campaign against London.

Starting in late August, the Germans had concentrated their attacks on RAF Fighter Command, trying to destroy the bases and knock out the sector stations and radars. RAF aircraft and pilot losses were high but reinforcements were called up from the Fleet Air Arm and the Polish and Czech squadrons that had not yet been committed. The British also maintained a high fighter production rate and damaged aircraft were swiftly repaired and returned to the battle. Even so, the British could not maintain air superiority over their own facilities and had their backs to the wall.

But, by a lucky choice, the British decided to retaliate against the Germans for what were essentially minor, perhaps even accidental bombing of cities. They started bombing Berlin. Hitler was furious and had already had doubts about the course of the Battle of Britain. Göring was humiliated. He once stated that if the enemy should bomb Germany, you could call him Meyer, a Jewish name. So “Reichsmarschall des Grossdeutschen Reiches (Reich Marshal of the Greater German Reich) Meyer” called off the campaign against Fighter Command and started what became known as 'the Blitz,' mass air attacks against British cities and industrial facilities.

The RAF were given a breathing spell and the loss of the Battle of Britain and the superiority of the Royal Navy led to Hitler's decision to call off a planned invasion of England. Instead, he turned east and attacked the Soviet Union, a blunder which was orders of magnitude bigger than the decision to bomb English cities rather than destroy the RAF.



*Adolph:
Herman, getting
the Luftwaffe off
the backs of the
RAF was a
mistake.*

*Fat Herman:
Not as bad as
your decision to
invade Russia.*

Sept. 8, 1974 – TWA Flight 841, Boeing 707, is destroyed by a terrorist bomb planted in a cargo compartment and crashes into the Ionian Sea. Eighty-eight people die. Investigations are inconclusive but Abu Nidal and Taher Jalil Habbush are both suspected. Both had a long record of bombings.

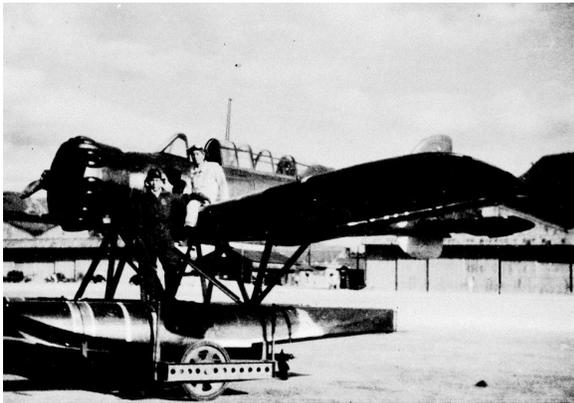


(Photo Credit: Michel Gilliland)

Nidal was the founder of Fatah, designated a terrorist organization by the United States, the European Union, the United Kingdom, Japan and Israel. After a long career of killings, he was either shot to death or committed suicide in Baghdad when Saddam Hussein suspected him of treachery and tried to take him into custody.

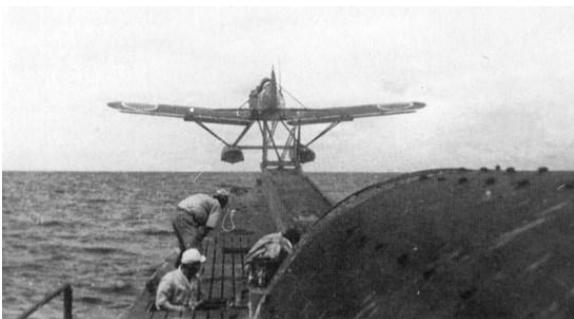
The second suspect was Khalid Duham Al-Jawary, associated with the terrorist organizations Hamas Black September, and the PLO. He was behind the 1973 New York bomb plot. After a long career of bombings, he was captured in 1991 and sentenced to 30 years in prison. He was released in 2009 and turned over to the Immigration Service for deportation to Sudan after Jordan and Algeria refused him entry.

Sept. 9, 1942– The Lookout Air Raids. Warrant Officer Youo Fujita and Petty Officer Okuda Shoji is launched from the Imperial Japanese Submarine I-25 in a Yokosuka E14Y floatplane carrying two 168 pound incendiary bombs.



Fujita, Shoji and their Glen

The bombs were dropped just west of Brookings, Oregon in the Rouge River-Siskiyou National Forest. A Forest Service lookout spotted the smoke and the small fire did little damage and was extinguished in a short time. Fujita and Shoji flew a second raid on September 29th causing negligible damage.



Aircraft on Submarine's "Ski-Jump Launching Ramp.

These were the only times during the war in which the Japanese used an aircraft to attack the contiguous states. However, they twice shelled California from submarines and launched over 9000 bomb bearing balloons from Japan via the jet stream.

Starting in 1962, Fujita returned to Brookings and repeated the visits four more times. He planted a tree at a bomb crater and donated his family's samurai sword which is now on display in Brookings. His gestures of respect and reconciliation led to Brookings making him an honorary citizen. Fujita died in 1997 and in 1998, his daughter buried some of his ashes at known bomb site.

Sept. 10, 1942 – The United States Army Air Forces Air Transport Command establishes the Women's Auxiliary Ferrying Squadron (WAFS), an organization of civilian women pilots who ferry military aircraft from factories to airfields to free male pilots for combat duty.

Like the Civil Air Patrol Coastal Patrols and the Merchant Marine, their contributions were soon forgotten although in recent years, each of the veterans of the three organizations have received Congressional Gold Medals for their wartime contributions.

And like every government program, rivalries and empire building. Two programs developed. Two prominent woman pilots, Nancy Harkness Love and Jacqueline Cochran both proposes similar ideas. Love's WAFS were first off the block and enjoyed the participation and support of the Air Transport Command and Brig. Gen. Robert Olds (father of Robin Olds), Lt. Gen. Harold George (who became the ATC commander), C.R.Smith (President of American Airlines) and then Col. William H. Tunner (guiding genius of the Hump and Berlin airlifts) and First Lady Eleanor Roosevelt. But General Hap Arnold, who had previously turned down the plan of both ladies favored Cochran.



Love, first woman to command a B-17 Flying Fortress.



Love was given responsibility for WASP ferrying operations. The program lasted until December 20, 1944. During 27 months, the ladies flew 50 million miles, delivered 12,650 aircraft of 78 types, and flew a myriad of other missions. Thirty nine women died or went missing during their service to the nation.



Cochran in the cockpit of a P-40 Warhawk.

The idea had “legs” and both plans ended up being adopted. Cochran commanded the Women's Flying Training Detachment (WFTD) and Love led the WAFS. In mid 1943, the politically astute and ambitious Cochran convinced Arnold to merge the two programs into a single organization, the Women's Army Service Pilots (WASP) with herself in charge.



Fifinella, the Gremlin Mascot of the WASPS



The Crew of Pistol Packin' Momma

Sept. 11, 2001 – A new kind of war. Suicidal terrorists hijack four airliners. United Flight 175 and American Flight 11, both Boeing 767s take off from Boston, are taken over by the terrorists, and crash into the south and north towers of the New York's World Trade Center. A Boeing 757, American Flight 77 out of Dulles International is hijacked and crashes into the Pentagon. The passengers of the fourth aircraft, United Flight 93 out of Newark, resist the hijacking and the aircraft crashes in a field near Shanksville, Pennsylvania.



(Photo Credit: Robert Clark/AP)

The United States entry into World War II was marked by the Japanese attack on Pearl Harbor, a legitimate military target. The official death toll at Pearl was 2,403 which included 68 civilians. The terrorist attacks of 9-11 claimed 2,978 victims.

Sept. 12, 1970 – Between September 6th and September 9th, the terrorists of the Popular Front for the Liberation of Palestine (PFLP) attacked five airliners belonging to Israel, the United States, and Great Britain. On the first day, the terrorists seized a Boeing 707, TWA Flight 741 out of Frankfurt and a Swissair DC-8 which departed Zurich. The crew of both aircraft were forced to fly to Jordan and land at Dawson's Field, an abandoned desert airstrip.

The terrorists aboard El Al Flight 219 were foiled. One was shot and one captured before take-off. However, two other PFLP members had been denied boarding on the El Al flight and took the opportunity to purchase tickets on a Pan American 747, Flight 93. After seizing the aircraft in flight, they forced the crew to fly to Beirut and then Cairo.

On the 9th, A BOAC VC-10, Flight 775 coming from Bahrain, was taken over and flown to Dawson Field. On September 11th, 310 hostages were released except for 56 Jews who were swapped in a prisoner exchange weeks later.



VC-10, 707, and DC-8 at Dawson Field

The three aircraft at Dawson and the 747 in Cairo were blown up on December 12th.



The Flaming Wreckage

(Photo Credit: Daily Mail/AP)

King Hussein, the plucky monarch of the Hashemite Kingdom of Jordan, had been alarmed by the anti-government activities of the thousands of armed Palestinians who were destabilizing Jordan, had attempted to assassinate him twice, and were using his country as a base to attack Israel. He declared martial law and attacked the militant bases.

The Syrians attempted to intervene on behalf of the PFLP but the Jordanian army inflicted heavy losses on them and they withdrew. Over the next six months, the Jordanians maintained pressure on the PFLP which eventually forced them into Syria where they then moved to Lebanon and destabilized that government.