



Missions for
America

*Semper
vigilans!*

Semper volans!

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

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SQUADRON CALENDAR

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
13 OCT-TOUCH-A'TRUCK
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

11 September, 2018

The Squadron held a leadership lesson on the protocols which govern display and respect for the national ensign. Cadets practiced for a post meeting retreat ceremony.

Lt Col Rocketto gave a brief talk on the history of Middle East terrorism directed towards the United States from the defeat of the Barbary Pirates during Thomas Jefferson's administration to the present day.

A Retreat Ceremony concluded the evening's activities.

SENIOR MEETING

11 September, 2018

The details of the fruit sale were discussed and the sales literature reviewed.

Squadron goals and the calendar were reviewed.

PROMOTIONS



Cadet Christopher Munzner earned the Armstrong Ribbon and was promoted to Cadet Chief Master Sergeant.



Cadets Jack Race and Daniel Martin earned the Rickenbacker Ribbon and were promoted to Cadet Technical Sergeant.



Cadet Roan Schaffer was promoted to Cadet Senior Airman.



Cadet Jacob Girard earned the Curry Ribbon and was promoted to Cadet Airman.

Cadets Rhys Thornell and Christopher Munzner received their insignia denoting membership in the Wing's Cadet Advisory Council. They gave a short explanation of the purposes and work of the CAC.

2d Lt Michelle Martin completed the Aerospace Education Program for Senior Members and was awarded the Yeager Ribbon

SUNDAY CTWG TRANEX

Nine TRCS members participated, along with 72 other members of CTWG, in the Sunday TRANEX at Brainard Airport. The scenarios involved missions tasked by the Department of Emergency Services and Homeland Security and the Air Force Rescue and Coordination Center. The DEMHS mission involved photography of infrastructure threatened by flooding. The ARCC tasking was a search for a missing aircraft.

Cadets Trinidad, Thornell and Burton spent the

day in Lt Brian Waldron's well run training program for ground team members. They were accompanied by Lt Thornell and SM Bradstreet who assisted teaching segments of the course .



Trinidad and Burton set out the 24 hour packs for inspection while Bradstreet and Thornell look on.

Rocketto has a plump and hungry look. He thinks too much about Trinidad's Mountain Home freeze dried turkey ration. Such men are dangerous.



SM Koycienski worked in the comms room keeping track of search assets on the status board.

Lt Col deAndrade flew on a search mission with Lenny Kimball.



Maj Bourque led one of the ground teams, the only team to find an emergency beacon and the "injured survivor."

Lt Col Rocketto served as mission public information officer.

Lt Col Jim Steer, the incident commander, stated that the exercise was a successful training sessions and was well satisfied with the performance of the Wing.

CTWG DRONE TAKES FLIGHT

The CTWG UAV flew on Saturday in Montville. A circuit board burned out so live photography was not done. The computer display showed good information on flight parameters. Pilots performed take-offs and landings, hovers, auto return to landing, some free flight and a very limited programmed flight using the computer.



Spreccace and Bourque attaching rotors.

Spreccace, Bourque, Lavoie, and Seidel observe Liskov setting up a diagnostics program.



A shot of the control panel-flight parameters on the left and GPS imagery on the right.



Lavoie takes the drone aloft.

The participating hive members were Alex Seidel, Roy Bourque, Adam Spreccace, Chief Instructor Jay Lavoie, Project Director Stephen Rocketto, and consultant Bernie Liskov.

Jay Lavoie demonstrated very good skills on hand flying the machine. Adam Spreccace also flew the CTWG unit and his personal machine.

WEEKEND LONG ISLAND SOUND PATROLS

The Squadron flew two patrols, one on Saturday and one on Sunday. Maj Farley, Lt Col Doucette, and Lt Trotochaud flew the first mission. Farley and Lt Babor from Plainville took the second flight.

AEROSPACE HISTORY AND CHRONOLOGY

Sept. 13, 1931 – The United Kingdom takes permanent possession of the Schneider Trophy. A custom built Supermarine S.6B piloted by RAF Lt. John Boothman posted a speed of 340.1 mph. The aircraft had been designed by R.G. Mitchell from whose drawing board later emerged the iconic Spitfire.



The S.68 is on display at the London Museum of Science.

The race for had been held annually or biennially for twelve times since 1913 and was generally held over a triangular course around 200 miles long. The deed of gift granted permanent possession to any nation which won the cup three years in a five year period. The race, for seaplanes, was a major sporting event drawing hundreds of thousands spectators.

Over the course of the event, entries came from France, Italy, Great Britain, and the United States which won twice, once in 1923 by Lt. David Rittenhouse, USN flying a Curtiss CR-3 and again in 1925 by Lt. Jimmy Doolittle in a Curtiss R3C-2.

Sept. 14, 1945 – 100 mph hurricane winds strike NAS Richmond, Florida and create havoc when the three wooden blimp hangars collapse and shorted electrical lines start a fire, the worst in the United States that year. Fourteen inflated blimps, 11 disassembled blimps, 212 Navy aircraft, and 125 privately owned aircraft were destroyed in the blaze but only one life was lost.



The hangar at Naval Air Station South Weymouth (Massachusetts) is an example of how the huge volume of a blimp hangar could store so many aircraft. An interesting note is the twin engine aircraft in the lower left. It is a Budd RB-1 Conestoga, a stainless steel aircraft.

Sept. 15, 1942 – On this date, two airplane crashes are recorded in Connecticut, one in 1942 and the other in 1956.

1942 -East Windsor. The sole Vultee XA-31B Vengeance out of Rentschler Field and used by Pratt and Whitney to test its 3,000 hp XR-4360-1 Wasp Major engine crashes in a tobacco field during a forced landing attempt.



The XA-31B was one of the prototypes of the Vultee A-31 Vengeance dive bomber. It was used as an engine test-bed

1956 – Candlewood Lake. A pilot named John W. Lake flying a Sea-Max M22 amphibian departs New York from a land airport. He attempts to land on Candlewood Lake but one wheel has not retracted and the aircraft flips over. He and his wife escape aircraft and are rescued by motor boaters.



On the left, the crash site. On the right, an M22 in Finland. The aircraft is a light sport amphibian of Brazilian origin.

Sept. 16, 1943 – The first precision guided bomb used in combat, the Ruhrstahl Fritz-X, was put into service by the Luftwaffe during the Allied amphibious landings in Italy. The Fritz-X was aircraft launched and radio controlled by the bombardier who visually guided the missile aided by a flare in its tail.



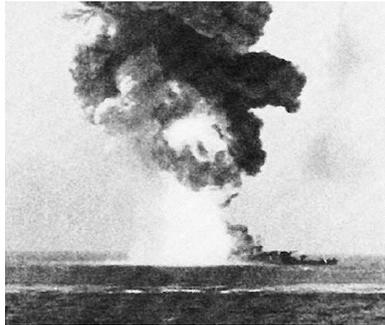
During the landings at Salerno, the specialized

Kampgeschawder 100 attacked not only Royal Navy and U.S. fleet elements but the surrendering Italian Navy which was making a run for safety in Tunisia. Between September 9th and September 17th, the German Fritz-X attacks sank the Italian battleship *Roma*, damaged her sister ship, *Italia* and damaged a British battleship, three allied light cruisers, two escort vessels, and a merchant ship.



A Dornier launches a Fritz-x. The plume of smoke is from a flare in the tail used to assist the bombardier in tracking the missile to the target.

The Roma takes a hit and a magazine explosion leads to its destruction.



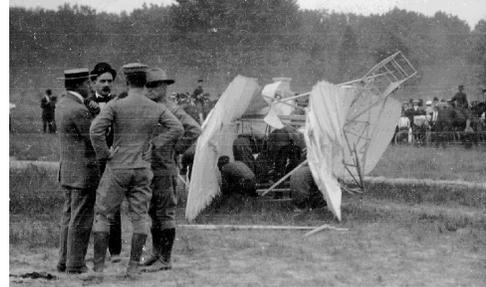
Lieutenant Thomas E. Selfridge becomes the first person to die in a powered airplane crash. He was a passenger aboard Army Signal Corps Wright Model A, serial number 1 piloted by Orville Wright.

After a series of circuits at 150 feet, a propeller broke leading to further damage and a loss of control. Wright shut down the engine and managed to make a survivable crash landing but Selfridge was thrown forward and struck a part of the wooden framework, fracturing his skull. Wright suffered broken ribs, a broken leg, and a damaged hip.



Selfridge and Wright before the flight.

The Wreckage



The September 16th attack severely damaged the British battleship *HMS Warspite* which had been providing gunfire support for the Salerno landing. The missiles were launched from three Dornier Do 217 bombers. One hit and one near miss put her out of service for a year.



Warspite in a more pristine shape than the unfortunate Roma.

September 18 – On this date, two airplane crashes are recorded in Connecticut, one in 1921 and the other in 1948.

1921 - Winchester. A pilot, Gus Parsons, had been flying offering scenic flights at Highland Lake. He departs his flying field in the evening with a passenger, Mrs. George S. Green of Hartford but as darkness approached, he was unable to locate his landing field. Parsons guided the aircraft to an emergency landing in a peach orchard on a hill overlooking the lake. The aircraft nosed over and broke the propeller but neither pilot nor passenger was injured.

Sept. 17, 1908 – At Fort Myers, Virginia, First

1948 – Groton. After departing Hornell New York in a Vultee BT-13 Valiant, Edward S. Brown and Stephen E. Hyde fly to Providence and attempt to return via Groton where they encounter severe thunderstorms.



A Vultee “Vibrator” in WWII colors makes a low pass at Oshkosh.

Witnesses reported that the aircraft was circling at about 500 feet when it “lost power” and crashed into a yard on 37 Grand St. in the Navy Heights section. The Valiant exploded on impact, killing both on board and severely burning Mrs. Emily D'Aquila who was in the yard with two children. Both children escaped relatively unharmed.

Sept. 19, 1944 – A Consolidated B-32 Dominator being delivered was written off when its nose wheel collapsed upon landing.



The Dominator was developed as a back-up to the Boeing B-29 Superfortress but the success of the

Superfortress made the Dominator redundant. Only 118 were built. It was designed to be pressurized and have retractable remote controlled gun turrets but difficulties with both features led to a decision to eliminate them and turn the Dominator into a low to medium altitude bomber.

A descendant of the B-24 Liberator, it had the controversial Davis airfoil and twin tail. Stability problems led to a more conventional single vertical stabilizer. The inboard propellers were fully reversible greatly improving landing performance



One of the original Dominators displays its Liberator heritage.

General George Kenny, commander of the allied air forces in the Southwest Pacific, received about half of the production run and the 386th Bomb Squadron 312 Bomb Group flew perhaps a couple of dozen combat missions starting on May 29th, 1945.

On August 18th, during a reconnaissance mission, Sgt Anthony J. Marchione, 19 years old, a gunner and aerial photographer, became the last American to die in air combat.



*Marchione is in the front, second from right.
(Credit: Jerry Viracola, via Chuck Varney)*

Thames River Composite Squadron held a memorial service honoring the 3,000 people murdered by al-Qaeda on September 11th, 2001. The service was organized by 1st Lt Joel Drost.

The services began at 7:59 P.M. Drost explained that the time was the 12th hour plus 17 years after the first of the hijacked airliners departed Logan Airport. A 17 second period of silence was observed.

The Squadron and visitors then moved outdoors where a retreat ceremony was held and the colors, flying at half staff, were briskly raised to the peak and slowly lowered. C/SMSgt Thornell played taps and the Squadron rendered honors. After the ceremonial folding of Old Glory by C/MSgt Wischman C/TSgt and Martin SM Guy Bradstreet, the Squadron was dismissed.

