



Missions for  
America

*Semper  
vigilans!*

*Semper volans!*



*Eating citrus fruit will give you a nice warm fur coat for the New England Winter.*

*Our Fundraiser Starts Next Week*

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

<http://ct075.org>

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Issue 12.35

18 September, 2018

### **SQUADRON CALENDAR**

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  
06 NOV-Fruit Sale Deadline  
10 NOV-Cadet Ball  
18 DEC-TRCS Holiday Party  
25 DEC/01 JAN-No Meetings

### **CADET MEETING**

*18 September, 2018*

Lt Drost conducted a character development seminar on the topic of suicide.

### **SENIOR MEETING**

*18 September, 2018*

Lt Cpl Bright and Lt Richardson discussed plans for two public affairs events, Touch-A-Truck and the Groton Fall Festival.

SM Koycienski noted that the ICUT program is advancing. He reminded members that any electronic equipment, radios or computers taken from our stock must be signed out.

Lt Pineau reminded the officers that the SUI is fast approaching and that he will send out a notice with details about the submission of reports.

Lt Cols Rocketto and Doucette discussed final details for the citrus fruit fund raiser which will commence next week. November 6th is the deadline for submitting orders. Deliveries are expected between December 3rd and 15th.

Lt Col Rocketto delivered a report on the pilot meeting and used Lt Spreace's notes to explain facets of the new DAART system.

The status of the CTWG Unmanned Aerial Vehicle project described by Rocketto. A healthy question and answer session followed.

## **PILOT MEETING**

15 September, 2018

Connecticut Wing pilots and aircrew met at the Connecticut Fire Academy Training Center on Saturday. CTWG Operations Officer Capt James Whitesell conducted the meeting and made three presentations. His first briefing emphasized the importance of documenting fuel receipts, accurately, legibly, and punctually.

His second offering was a detailed explanation of how to access the Domestic Operations Awareness and Assessment Response Tool (DAART). DAART is a web-based program that gathers geospatial intelligence information which includes mapping information and video from satellites and overhead aircraft. The data is easily uploaded or viewed during and after a CAP mission.

Whitesell's closed with a preview of goals, objectives and plans for fiscal year 2019. Proficiency, skills improvement and professionalism will be emphasized. Regular exercises, an increased pool of aircrews, and cross-training with other wings and emergency service organizations are under development and many missions already listed on WMIRS.

1st Lt Erik Pearson reviewed the importance of accurately and completely filling out the flight log after a missions. Fiscal and material support from the USAF depends upon a timely submission of flight logs and fuel receipts.

1st Lt Arturo Salazar reported about his contacts with the NER glider program and the possibility that a temporary glider base could be established in Connecticut for training cadets and senior members.

Emergency Services trainer 1st Lt Brian Proulx reported that the Long Island Sound Patrol flew approximately 100 sorties and logged around 200 flight hours. The Coast Guard has reported that they were well pleased with CAP LISP accomplishments. Proulx, an instructor at the Fire Academy and well versed in emergency services training, discussed the scenario directed training

program at his home squadron based at Oxford and offered aircrew training to CTWG personnel from other units.

Lt Col Jeffrey Travers, CTWG Staff, promoted both the upcoming Windham Open House and the NER Conference at Bradley next month.

Communications Officer 1st Lt Jay Lavoie reported about the current status of Wing radio equipment and networks. He answered questions about the functioning VHF net which has markedly improved air to ground and ground to ground contacts.

Capt Raymond Laramie, Standards/Evaluation Officer reviewed the Federal Aviation Administration's standards expected when demonstrating piloting skills. He spoke about the "look-back" method used to analyze operational problems and applied the method to a specific issue in CTWG, flat spots on tires caused by excessive braking. The damage occurs during an unstabilized approach at a higher speed than demanded for a normal landing. As a result, the aircraft overshoots the desired touchdown spot and lands so far down the runway that excessive braking is required to prevent an over-run. The cure: Go around and establish the correct parameters for a proper landing.

Attendees commented on the wealth of useful knowledge presented and the expertise of the presenters.

## **AEROSPACE HISTORY AND CHRONOLOGY**

Sept. 20, 1783 - The Montgolfier brothers, Joseph Michel and Jacques Étienne, launch a hot-air balloon carrying a duck, rooster, and sheep. Reports indicate that the Royal Army rounded up the livestock and forced them aboard at the point of the bayonet.

The balloon ascended to 1,700 feet and then lands. Louis XVI was amused but the animals were not amused..



*Brûle en l'enfer! I'll take my vest off and fly myself!*



*Baaah!*



*Quoi? A chaud aérostat! Absolutement pas.*

Sept. 21, 1938 – Maj. Gen. Oscar Westover, USAAC Chief, is killed in the crash of a Northrop A-17AS which he was piloting. The crash occurred during an attempted landing at the Lockheed Air Terminal in Burbank, California. Staff Sergeant Samuel Hymes, his mechanic was also killed. The Northwest Air Base, near Springfield, Massachusetts was named in his honor.



*Westover was flying an "executive version of the dive bomber.*

Sept 22, 1950 – Col. David Schilling makes the non-stop first crossing of the Atlantic in a jet fighter. Schilling and his wingman, Col. William Ritchie were flying Republic F-84E Thunderjets. The crossing, from RAF Manston to Limestone,

Maine. Schilling was refueled by a Flight Refueling Ltd.) Avro Lancaster tanker near Prestwick, Scotland, an FRL Avro Lincoln over Iceland, and a USAF Boeing KB-29 near Labrador.



*F-84E on exhibit at the Museum of the U.S. Air Force*

Ritchie was not so lucky. His refueling probe had been damaged during the second refueling and he was unable to take fuel from the KB-29. He ran out of fuel, ejected, but was successfully picked up. Schilling received the Harmon Trophy and Ritchie received a parachute ride. The Harmon Trophy recognizes "...the most outstanding international achievements in the arts and/or science of aeronautics for the preceding year, with the art of flying receiving first consideration."

Schilling was a noted fighter pilot, the 6th leading ace of the 8th Air Force with 22.5 air kills including five on December 23, 1944 making him one of the few "Ace-in-a-Day" pilots.



*Schilling with a 1911 Colt which he modified into a submachine gun. The picture was taken at Bradley Field. Would this upset our Connecticut Senators?*

Sept 23, 1923 – The Gordon Bennett Cup balloon races were first held in 1906 and continue to this day. But September 23, 1923 was a bad day for the aeronauts.

The racers left from Brussels, Belgium in threatening weather. 1st Lts. Robert Stanford Olmsted and John W. Shoptaw, flying *U.S. Army S-6* collided with the a Belgium balloon *Ville de Bruxelles* on launch damaging it and knocking it

out of the race. Over Nisterode, the Netherlands, lightning strikes S-6, fatally electrocuting Olmstead and killing Shoptaw in the fall.



*S-6 striking Ville de Bruxelles and ripping her netting, force the Belgians to drop out of the race.*

*Génève*, a Swiss entry and Spain's *Polar* are also hit killing both men aboard the Swiss Balloon and one of the Spaniards. The second Spaniard jumps from the falling craft and breaks both legs. Three other balloons are also forced down.

Like Schilling, Olmstead is honored 25 years later when Middletown Air Depot in Pennsylvania is renamed Olmstead AFB.

One is reminded about the scene in the movie *The Right Stuff*. A young girl looks at the pictures of pilots hanging on the wall in Pancho's Happy Bottom Riding Club and says *"I just noticed that a fancy pilot like Slick over there doesn't have his picture on your wall. What do you have to do to get your picture up there anyway?"* Pancho Barnes replies *"You have to die, sweetie."*

For a movie of the race, to "You Tube": [https://www.bing.com/videos/search?](https://www.bing.com/videos/search?q=gordon+bennett+ballon+race+1923&qpvt=gordon+bennett+ballon+race+1923&view=detail&mid=814CB5F73B07A4239A57814CB5F73B07A4239A57&&FORM=VRDGAR)

q=gordon+bennett+ballon+race+1923&qpvt=gordon+bennett+ballon+race+1923&view=detail&mid=814CB5F73B07A4239A57814CB5F73B07A4239A57&&FORM=VRDGAR

Sept 24-25, 1938, Valentina Grizodubova (pilot), Polina Osipenko (co-pilot), and Marina Raskova (navigator) fly non-stop across the Soviet Union setting a women's world non-stop distance record of 3,674 miles (ten time zones) flown in 26 hours and 29 minutes. The three women were awarded

Hero of the Soviet Union honors.

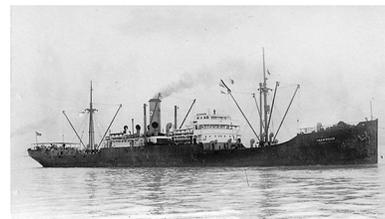


*The three intrepid aviatrices pose in front of the aircraft name Rodina (Homeland).*

The flight plan was Moscow to Komsolmolsk-on-Amur but bad weather caused them to miss their destination and the ran out of fuel at the shore of the Sea of Okhotsk. Grizodubova and Osipenko rode the airplane down and survived the crash landing. Raskova managed to bail out, without her emergency kit and it took ten days for her get back to the scene of wreckage where rescuers were waiting. They had reached the wreck two days before.

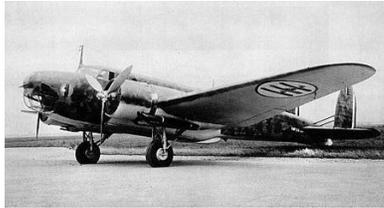
Grizodubova who held seven world records flew some 200 sorties in World War II. Osipenko was killed in a 1939 crash. Raskova was killed flying combat in January of 1943. Her's and Osipenko's ashes are interred in the Kremlin Wall.

Interestingly, a ship launched as the *SS Salisbury* in Mystic, Connecticut in 1919 sailed as the *SS Ironclad* on the Murmansk Run bringing lend-lease supplies to the Soviet Union. The ship was transferred to Soviet ownership in March of 1943 and renamed *Marina Raskova*.



September 25, 1940, – Benito Mussolini ordered the Regia Aeronautica to form an expeditionary force designate *Corpo Aereo Italiano (CAI)* to aid Germany during the Battle of Britain and The

Blitz. On September 25th, The first element, Fiat BR.20 Cicogna bombers, arrive at bases in Belgium. Fiat CR.42 Falco and G.50 Freccia fighters follow. Just under 200 Italian aircraft were committed to fly against England.



*Cicogna (Swan)*



*Freccia (Arrow)*



*Falco (Falcon)*

The CAI enters combat late in October and by the end of the year, the CAI had flown 97 bomber sorties and around 500 fighter sorties with little to show for their effort. Some of the unit lingered in Belgium during the early part of 1941 until deployed east.

Sept. 26, 1977 – Laker Airways inaugurates its innovative “Skytrain” service between London and New York. Skytrain was the first low-cost scheduled daily transatlantic service and charged only one-third the tariff of the major carriers. Advanced reservations were not necessary and tickets could be bought at the gate.

Freddie Laker was the stormy petrel of the airline industry, an entrepreneur whose imagination, risk-taking, and chutzpah caused ulcers in the board rooms of the traditional legacy airlines. Like the

bird, he never knew how to give up.



His career in the industry started in 1947 when he formed Aviation Traders, a company which converted wartime bombers such as the Handley-Page Halifax into airliners and freighters. The ATL Carvair was modified from surplus Douglas DC-4/C-54.



*British Air Ferries Carvair loading a car.*  
(Credit: Ken Honey)

Laker equipped the new aircraft with a raised cockpit and a “747-like” bulge, increasing the volume and allowing bulky items to be loaded via a cargo door in the nose. Not every venture was successful. The ATL-90 Accountant, a new small airliner design, produced only a single prototype.



*The Account project failed and Laker's investor's accountants were not amused.* (Credit: RuthAS)

Laker acquired Air Charter in 1951 and started the first aerial ferry service for vehicles between England and France using the Bristol Mark 32 Super Freighter. The Bristols then supplemented by his Carvairs and in 1954 started a new company, Channel Air Bridge. The new operation opened routes to Belgium and the Netherlands and

operated 24 round trips daily.



*Laker Britannia  
at Liverpool  
Airport (Credit: Ken  
Fielding)*



*A sleek BUA VC-10 being serviced at Gatwick*

The ever restless Laker then amalgamated his three companies as Airwork and in 1960, joined Hunting-Clan to form British United Airways. BUA lasted until 1963 when it merged with Silver City Airways, the original pioneer of cross-channel aerial vehicle ferries and British United Air Ferries was born. Routes now extended to Switzerland and Germany. British United was now Great Britain's largest privately owned airline.

British United then entered the jet age in 1961 as the launch customer for the twin engine BAC 1-11. This order was followed up by the acquisition of the four engine Vickers VC-10 equipped with cargo doors. Laker also managed to secure BOAC's loss-making traffic rights for South America and turned a profit within five years.

But in 1965, Laker left British United after disagreements with the Board of Directors and within a year, he formed Laker Airways. Laker Airways started with two ex-BOAC Bristol Britannias and soon added new BAC 1-11s and second-hand Boeing 707s to its fleet. The company operated as a charter airline and wholesale tour operator selling low cost transportation and hotel packages to affinity groups desiring vacation time at mostly Mediterranean resorts.

Another first for Laker was its introduction of the Douglas DC-10 and Airbus 300 wide-body jets. No other European independent airline had made this giant step forward. By this time, government run and privately owned airlines and poor business decisions subjected Laker to business pressures which brought about its downfall.



*British Air Corporation 1-11 in British United  
livery*



*Laker Skyways livery adorns a DC-10  
(Credit: Steve Fitzgerald)*

Large airlines engaged in a conspiracy to match Laker's low prices at the cost of huge losses. The largest aviation antitrust case in history ended up being settled out of court. Laker received \$50 million dollars from International Air Transport

Association (IATA) airlines and about £15 million from British Airways but Laker had been weakened. A series of crashed by DC-10s led to perceptions that the aircraft was unsafe and reduced Laker's share of the market. Laker's reliance of discounted fares to vacationers meant that its cash flow was seasonal. Finally, Laker was both over expanded and under capitalized and the 1980s recession led to bankruptcy.

Freddie's last hurrah was the 1992 establishment of Laker Airways in the Bahamas and Laker Airways, Inc. in the United States using his own capital and some Texas oil money, and Laker Airways, Inc. in the United States. Both organizations operated successfully for about 10 years serving destinations in the United States and Great Britain.



*Laker Airways 737 bears a United States N-number. (Credit: Jet Photos)*

However, Laker's activities broke the back of the the government and IATA collusion to control the industry. His vision led to the development of low-cost airlines, no-frills airlines and their entry into the international market.

He has been honored by three airlines whose name or picture have adorned their crafts.



*Air Asia Airbus A300 Sir Freddie Laker*



*Virgin Atlantic 747 Sir Freddie Laker*



*Norwegian Air Boeing 737 MAX Sir Freddie Laker*

## HUMOR?

### *Famous Last Words*

*15 November, 2013*

*Ezeiza Tower: Austral 144, land runway 11, hold short of the ILS!*

*Austral 144: Roger!*

