



Missions for
America

*Semper
vigilans!*

Semper volans!



**Your Squadron Need You
To Sell Fruit**

CADET MEETING

25 September, 2018

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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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SQUADRON CALENDAR

02 OCT-TRCS Meeting-Sr. Planning
06 OCT-Groton Fall Festival
09 October-TRCS Meeting-Commander's Call
11-12 OCT-Unit Commanders Course
13 OCT-TOUCH-A-TRUCK
16 OCT-SUI/TRCS Meeting
11-14 OCT-CTWG/NER Conference
23 Oct-TRCS Meeting
30 Oct-TGCS Meeting & **Fruit Sale Deadline**
10 NOV-Cadet Ball
18 DEC-TRCS Holiday Party
25 DEC/01 JAN-No Meetings

C/2dLt Schantz gave the safety briefing on precautions to take during hurricanes.

Elizabeth Burton, Cadet Aerospace Education Officer and SM M. Kopycienski presented a lesson on the p-51 Mustang.

Lt Col Rocketto explained the procedures to be followed when selling fruit during the Squadron fundraiser. He passed out instruction sheets, invoices, and payment elements to the cadets. A complete set of printed materials will be sent out to all those on the TRCS e-mail list.

SENIOR MEETING

25 September, 2018

Lt Col Bright reported on his success in contacting potential recruits.

The Squadron will participate in an aviation learning session with students from the Bennie Dover Middle School. Details of the arrangement will be forthcoming.

The officers were briefed on the Squadron fundraiser by Lt Col Rocketto. Each was given an instruction sheet, invoices, and payment envelopes.

Maj Farley explained the CyberPatriot Program and a discussion followed on the resources needed to participate.

A list of mentors for seven new members was distributed. The mentors will be responsible for assisting the new recruits through the labyrinths of specialty track qualifications.

Lt Pineau reminded everyone that the SUI is fast approaching and requested that computer reports should be filed posthaste.

SCARECROW FESTIVAL

The Squadron ran a recruiting and information table at the annual Scarecrow Festival in Preston.

The morning shift was manned by Cadets Thornell, Simmons, Race, Martin and Munzner accompanied by Seniors Drost, Cantwell and Ceniglio.



The afternoon crew consisted of Thornell, Wischman, Simmons, and C/2d Lt. Schantz. Seniors present were Bright and Thornell.

WINDHAM AIRPORT OPEN HOUSE

TRCS participated in the Windham Airport Open House on Saturday last. Lt Adam Sprepace flew a Cessna 182 in from Groton for the display and afterwards flew it to Fitchburg, Massachusetts for its 100 hour inspection returning to Groton with a freshly inspected aircraft.

Sprepace also took part in the CTWG drone demonstration program. Other members of the demo team consisted of Jay Lavoie, Bernie Liskow and Steve Rocketto.



(l) Lavoie and Sprepace assemble the UAV. (r) Sprepace practices simple maneuvers.



AEROSPACE HISTORY AND CHRONOLOGY

Sept. 27 , 1964 – First flight of the BAC TSR.2. During the 1960s, air forces were striving to develop high performance aircraft capable of different kinds of missions. The British Aircraft Corporation developed the TSR.2, a tactical strike and reconnaissance aircraft designed for low altitude penetration missions with conventional and nuclear weapons and high altitude photographic and electronic intelligence missions.

TSR.2 at Fleet Air Arm Museum, Cosford.



As currently, the British government and military were about mission doctrine and strapped for cash. Duncan Sandys, a Minister of Defense and the son-in-law of Winston Churchill had authored the 1957 Defence White Paper which not only

downplayed the role of manned aircraft in favor of missiles, cut research funding, and forced mergers of many of the traditional airframe builders.

Only one TSR.2 ever flew and it was cancelled a year after its first flight. Eventually, the American McDonnell Douglas F-4 Phantom II equipped with Rolls-Royce engines was adopted after previously being rejected in favor of the TSR.2. The collapse of the TSR.2 program was reminiscent of the story of Canada's rejection of the Avro Canada CF-105 Arrow, another advanced technology aircraft for similar reasons. The Canadians replaced the Arrow with the American McDonnell CF-101 Voodoo, a design previously rejected by the RCAF in favor of the new Arrow.

Sept. 28, 1980 – Jaromir Wagner darts Germany to be the first to fly the Atlantic standing on a wing. Those of use who have complained about the cramped leg room offered by the barely sufficient pitch of the seat offered by airliners when flying “sardine class” need take heed of Jaromir Wagner's solution to a lack of leg room. Wagner was a Czech refugee who escaped to West Germany. The restricted travel opportunities offered to those behind the “iron curtain” awakened what the Germans call *wanderlust*, a desire to travel.

His first foray into novel ways of locomotion was to be towed behind a automobile while wearing roller skates. His record, which still stands in 162 mph. From being towed on roller skates to wing walking was a natural progression for Jaromir and he decided to fly the Atlantic while standing on the wing of an aircraft.



Slip-Stream Cheating

The challenge was not taken lightly. Jaromir

practiced for three years, developing the gear testing the clothing needed. Eventually, he settled on a red, white, and blue outfit consisting of three layers of insulation, the outer layer being a leather flying suit. Helmet and goggles protected his noggin. His steed was a Britten-Norman BN-2 Islander, a low speed aircraft flown at low altitude to reduce the effects of cold and wind chill.



The flight consisted of five legs: Germany to Scotland to Iceland to Greenland to Newfoundland to Vermont to Caldwell, New Jersey, 43 hours of flight time and about 4,000 statute miles.

There is an interesting side story to the flight. One of the pilots was Robert J. Moriarty. A Marine, he flew 824 combat missions in his logbook and was the youngest naval aviator in the Vietnam War where he flew the F-4B and the Cessna O-1.

Moriarty holds or has held a number of international aviation records but a most notable feat occurred when he had to drop out of an air race from Paris to Libreville. He flew back to Paris and “just for fun” flew his Beech Bonanza between the pillars of the Eiffel Tower.



Sept. 29, 1940 – Brocklesby, Australia – A most unusual mid-air collision occurred between two Avro Ansons. The two aircraft, on a training exercise, collided and locked together, one over

the other. The engines of the aircraft on top were inoperative but the engines on the lower aircraft continued to turn.



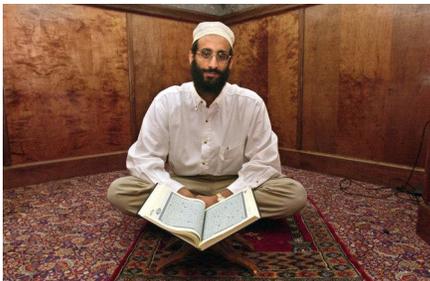
Leading Aircraftsman Leonard Fuller, the pilot of the upper Anson discovered that he could control the flight of the joined aircraft and successfully guided the conglomerate of Anson to an off-field emergency landing. Fuller was promoted to Sergeant, eventually received a commendation but then received 14 days confined to barracks and the loss of seven days pay for speaking to the press without authorization.

Fuller went on to active service in the Middle East and Europe where he earned the Distinguished Flying Medal and was commissioned. Posted back to Australia as an instructor, he was killed in 1944 when a bus hit him while he was bicycle riding.

The other crewmen all survived and graduated from flight school. The two Ansons were repaired and returned to service.

Sept. 30, 2011 – al-Qaeda's Anwar al-Alwaki's meeting with co-conspirators in Yemen is cancelled when his vehicle meets instead an AGM-114P Hellfire missile launched from an MQ-1B Predator.

Anwar al-Alwaki was imam who combined his preaching with recruiting for al-Qaeda and planning terrorist attacks.



al-Alwaki Praying (Credit: Linda Spillers, NYT)



al-Alwaki Preying (Credit: Agence France-Press)

Al-Awlaki was a U.S. citizen, born in Las Cruces, New Mexico and educated at Colorado State and George Washington University. Promoting his beliefs via *Facebook*, *You Tube*, and print, the Saudi news station Al Arabiya described al-Awlaki as the “bin Laden of the Internet,” and repeated his calls for jihad against the United States.

After an *in absentia* trial, the Yemeni government convicted him for plotting to kill foreigners and ordered that he be captured dead or alive. The United States also had an arrangement with Yemen to operate military forces within the country. President Barack Obama placed al-Alwaki on a CIA kill list.

The strike also killed Samir Khan, an American citizen with a Pakistani background. Khan grew up in Queens and North Carolina. He edited *Inspire*, an English language online magazine reported to be published by al Qaeda in the Arabian Peninsula. and once stated in the magazine that he was “proud to be a traitor to America. One of the articles which he edited was titled “Make a Bomb in the Kitchen of Your Mom.”

After al-Alwaki was killed, a storm of protests broke out. Civil liberties advocates pointed out that as an American citizen, he was entitled to due arraignment, legal representation and a trial. Killing him without the niceties of due process was in their words “an extrajudicial execution.” But both the U.S. Department of Justice and Department of State produced documents justifying the killing of al-Alwaki.

The government argued in regard to Alwaki that his participation in bomb plots to blow up airliners and his membership in an organization which was in armed conflict with the United States and that

there was no feasible way to arrest him justified the missile strike.

The killing of al-Alwaki raised critical questions about the rules for the asymmetric “war” between nation states and non-states actors and about the rights of U.S. citizens who advocate, plan, or carry out acts of terrorism while outside the reach of law enforcement.

One is reminded about a scene in the film, *Breaker Morant*. Peter Handcock has admitted to killing a missionary and George Wittow says “Yeah, but killing a missionary, Peter?” Morant explains:

It's a new kind of war, George. A new war for a new century. I suppose this is the first time the enemy hasn't been in uniform. They're farmers. They come from small villages, and they shoot at from behind walls and from farmhouses. Some of them are women, some of them are children, and some of them... are missionaries, George.

Oct. 1, 1942 – First flight of the Bell XP-59 Aircomet. The Aircomet was tested at Muroc Army Air Field and to conceal that it was powered by the revolutionary jet engine, a false propeller was strapped to its nose while it was on the ground.



Aircomet in flight and in disguise.



The Aircomet was basically a conventional design, a 1940s fighter with a Whittle W.1 engine and lacked the performance of Germany's swept-wing Me 262 *Sturmvoegel*. It never saw combat but was used for experimental work and to train pilots in the operation of jet powered aircraft.

According to one story, test pilot Jack Woolams would don a derby, wear a gorilla mask and clench a cigar in his teeth. He would then fly the jet by the unsuspecting pilot of another aircraft who would report a propellerless plane piloted by a gorilla passing him in flight. Whether this story is apocryphal or otherwise, it is one of the legends of aviation.



Woolams, Crew Chief Jack Russell and a Bell employee. Note the Derby hats. The XP-59 crew at Muroc wore them as a “trademark.”

Oct. 2, 1920 – Hartford Club golf course – Two Navy aviators, Lt. Cdr. William M. Correy, Jr. and Lt. (j.g.) Arthur C. Wagner departed the golf course in a Curtiss JN-4 bound for Mineola, N.Y. The take-off ended in a flaming crash after the engine failed.

Corry was thrown clear and rushed back to the burning airplane to assist Wagner but was severely burned in his futile rescue attempt. He died four days later.

Corry was Naval Aviator No. 23 and won the Navy Cross for combat flights during World War I. France appointed him a *Chevalier de la légion d'honneur*.



Corry with other aviators in Brest, France.

For his heroic efforts to rescue Lt. Wagner, Corry was awarded the Medal of Honor. His citation reads:

For heroic service in attempting to rescue a brother officer from a flame -enveloped airplane. On 2 October 1920,² an airplane in which Lt. Comdr. Corry was a passenger crashed and burst into flames. He was thrown 30 feet clear of the plane and, though injured, rushed back to the burning machine and endeavored to release the pilot. In so doing he sustained serious burns, from which he died 4 days later.



U.S. Navy "Tiffany Cross" pattern Medal of Honor awarded from WWI to 1942.

Three destroyers have been name *U.S.S. Corry* and Pensacola's Corry Field bear his name.

The accident led to the conversion of a 350 acre cow pasture into an airport named after Mayor Newton C. Brainard.

Oct. 3, 1967 – William “Pete” Knight piloted the North American X-15A-2 to a new airspeed record which still stands today, Mach 6.75 or 4,543 mph. Knight is also only one of seven pilots to earn Astronaut Wings. The *Fédération aéronautique internationale* defines space starting at the Kármán line, 100 km or 62 miles altitude. The USAF badge is awarded for flight above 50 miles.



NASA Dryden Flight Research Center Photo Collection
<http://www.dfrc.nasa.gov/gallery/photo/index.html>
 NASA Photo: ECN-1025 Date: 1965 Photo by: NASA photo
 X-15A-2 with test pilot Pete Knight

HUMOR

Weight and Balance calculations respect no method of locomotion.

Famous Last Questions

How far aft of the datum should I put this box?



Did you do the weight and measure calculations using the metric system or the English system?