



Missions for America

*Semper vigilans!*

*Semper volans!*

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

<http://ct075.org>

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Issue 12.38

09 October, 2018

### SQUADRON CALENDAR

- 11-12 OCT-Unit Commanders Course
- 13 OCT-Touch-a-Truck-Niantic
- 16 OCT-SUI/TRCS Meeting
- 11-14 OCT-CTWG/NER Conference
- 23 OCT-TRCS Meeting-Wingman Down Day
- 28 OCT-Veterans' Grave Marking-Groton
- 30 OCT-TRCS Meeting & **Fruit Sale Deadline**
- 06 NOV-TRCS Meeting
- 09 NOV-Veterans Day Ceremony-Groton Elks
- 10 NOV-Cadet Ball
- 11 NOV-Veterans Say Ceremony-Niantic
- 13 NOV-TRCS Meeting
- 20 NOV-TRCS Meeting
- 27 NOV-TRCS Meeting
- 18 DEC-TRCS Holiday Party
- 25 DEC/01 JAN-No Meetings

### CADET MEETING

*09 October, 2018*

Maj Roy Bourque taught an aerospace lesson.

### SENIOR MEETING

*09 October, 2018*

Senior department and project directors briefed the members on the status of their departments or projects.

### PROMOTIONS AND ACHIEVEMENTS



*Cadet Luis Trinidad was promoted to C/Senior Airman.*



*Maj Al Almeida, a former Squadron member and long time supporter and Maj Farley pin C/Chief Master Sergeant Stripes on Cadet Thornell.*



*Lt Michelle Martin received the Yeager Ribbon emblematic of completing the Aerospace Education Program for Senior Members.*

Cadet Daniel Martin was selected as the “Teen of the Month” at the Groton Library. He spent part of the summer as a volunteer helping patrons printing e-mailing, and making copies. Daniel was commended for his willingness to learn new technology and his patience working with those whom he is assisting.



*Maj Almeida presented Cadet Martin with a copy of The Encyclopedia of British Military Aircraft.*

## AEROSPACE HISTORY AND CHRONOLOGY

Oct. 11, 1919– Handley Page Transport begins offering the first in-flight meals, on its London Brussels service. They were prepackaged lunch boxes ordered in advance and cost 3 shillings which might be around \$8 today. The company used nine converted Type O/400 bombers modified for passenger service.



*The Handley Page Type O Passenger Plane.*

### GROTON FALL FESTIVAL

*06 Oct., 2018*

Sixteen squadron members manned our booth at the Groton Fall Festival. a key opportunity to educate the public about CAP and for TRCS to recruit new members. The effort was led by Lt Joanne Richards.



*Visitor operates a STEM program robot while Cadet Wischman, Lt Pineau and SM Ceniglio observe.*

*Cadet Burton uses pilot's traditional hand display to instruct visitor on simulator.*



*(Photo Credits: Maj Roy Bourque)*

The trip took three flight hours and cost around 15 pounds or around \$225 dollars today. A current flight takes an hour and costs about \$150. Handley Page also provided transport to and from the airports in London and Brussels.



*What the well dressed airline passenger wore in 1919.*

*The Coastwatcher* guesses that given the current security checks, this 1919 trip in a piston engine aircraft took as long as the turbine powered aircraft today!

A film of a typical flight and food service may be seen at:

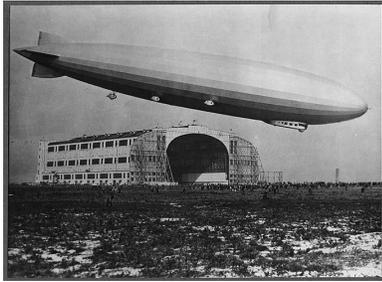
<https://www.doovi.com/video/from-london-to-paris-by-air-circa-1923/FivQtHa2l-Q>

Oct. 12, 1924– 12-15 – Under the command of Dr. Hugo Eckner, manager of Luftschiffbau Zeppelin, the dirigible LZ 126 departed Friedrichshafen, Germany for U.S. Naval Air Station, Lakehurst, New Jersey. The aircraft was built by the Germans for delivery to the U.S. Navy as war reparations. The trip took 84 hours.

The Navy's experiments with fabric-clad rigid airships were spectacular failures. The ZR-1, *U.S.S. Shenandoah*, was destroyed over Ohio after structural failures when it encountered a line squall.



*Eckner at the navigator's table*



*The LZ 126 arriving at Lakehurst, N.J.*

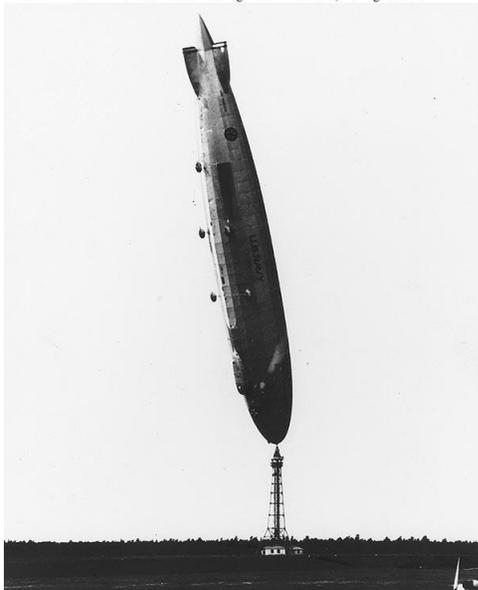


*The Shenandoah secured to an expeditionary mooring mast in San Diego.*

The Navy christened her *U.S.S. Los Angeles*, hull number ZR-3 replacing her hydrogen lifting gas with helium. She served as an airborne laboratory and training ship for her entire career. She once launched a glider and tested the trapeze mechanism which the Navy designed to launch and recover powered aircraft in flight. The ship also conducted a number of experiments involving mooring to a ship.

The ZR-2 never received a name. She had been built by the Royal Airship Works as R38 but never accepted by the Navy. On her fourth test flight, mishandling of the controls caused a structural breakup and she crashed and burned in the Humber estuary. Most of the crew were lost including 16 U.S. Navy officers and men who were training to fly the ship to the United States.

Photo # NH 84568 USS Los Angeles stands on end, 25 August 1927



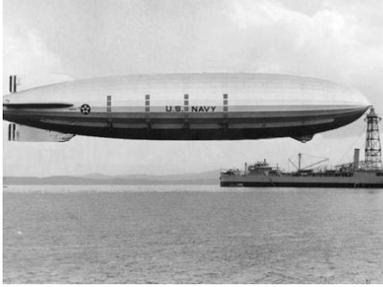
*While moored, a freak meteorological condition stands the Los Angeles on her nose.*

Photo # NH 42050 Airship R-38 (U.S. Navy ZR-2) leaves her hangar, circa June-August 1921

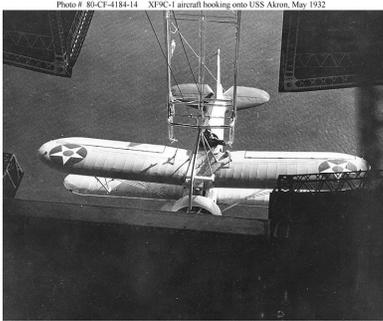


*The ZR-2 exiting her hangar, Cardington, England.*

ZRS-4, the *U.S.S. Akron* was a flying aircraft carrier but was destroyed in a thunderstorm in 1933. while on maneuvers off the New Jersey coast. Rear Admiral William Moffett, Chief of the Navy's Bureau of Aeronautics and 72 others perished.

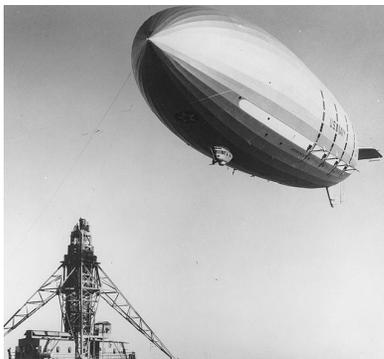


*Akron moored to the U.S.S. Patoka. Note the four vertical stripes on the fuselage. The are water recovery units. By recovering water from the engine exhaust, the dirigible can maintain its buoyancy without valving precious helium gas.*



*In-flight Curtiss XFC-1 preparing to be lifted into Akron's hangar bay.*

ZRS-5, the U.S.S. *Macon*, sister ship to the *Akron*, was lost in 1935. Returning from a fleet exercise, she lost a stabilizer and had to make a forced landing in the ocean off Point Sur, California. Most of the crew save two survived.



*Macon approaching a mobile mooring mast. A close inspection of the Macon will reveal that the propellers can retract into the hull.*

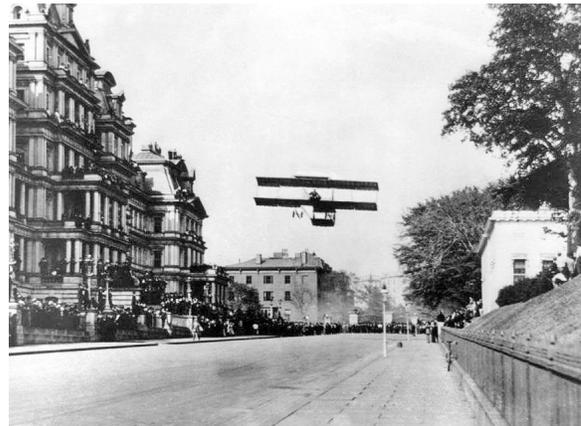
Only the *Los Angeles* survived disaster but the Navy had lost patience with rigid airships and she was broken up for scrap in 1940.

Oct. 13, 1931 – Willow Grove Airfield, Pennsylvania-Godfrey Dean, a Canadian pilot performs the first loop of a rotor craft in a Pitcairn PCA-2 autogyro.

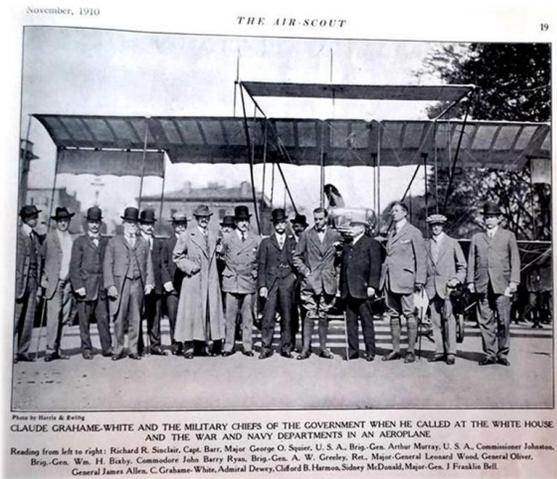


Six months later, Dean went West when he was killed in the crash of a Junkers W.33fi near a Hudson Bay Outpost on Lake Kagianagami in Northern Ontario.

Oct. 14, 1910 – English aviator Claude Grahame-White lands his Farman biplane on Executive Avenue, now called Pennsylvania Avenue near the White House.



*Graeme-White on short final to Executive Avenue, Washington, D. C. The touchdown was between the White House and the War Department Building.*



*Military, political, and dignitaries pose with Graeme-White.*

The United States Aeronautical Reserve (USAR) requested Grahame-White to perform the demonstration in front of a group of influential political and military figures and the general public.

USAR was created by the Harvard University Aero Club and officially recognized by the War and Navy Departments and organized for the purpose of "...advancing the science [of aeronautics] as a means of supplementing the national defense . . ."

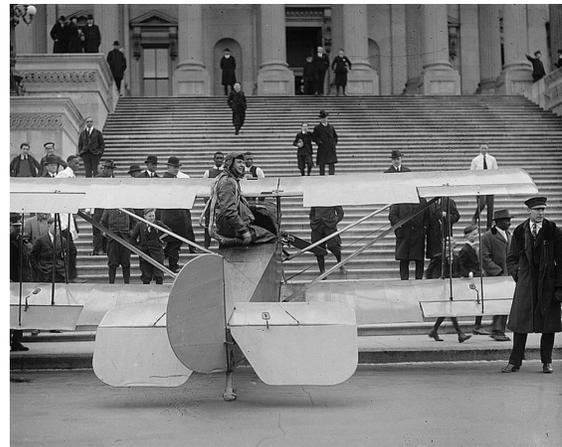
Today, one risks life, limb, and pilot certificate to violate the sacred precincts of Sodom on the Potomac.

*But here we see Connecticut's own senator, Hiram Bingham, making his appearance at the Capitol Building.*



*And an autogyro leaps from the front lawn of the White House.*

*(Credit: NASM-SI)*



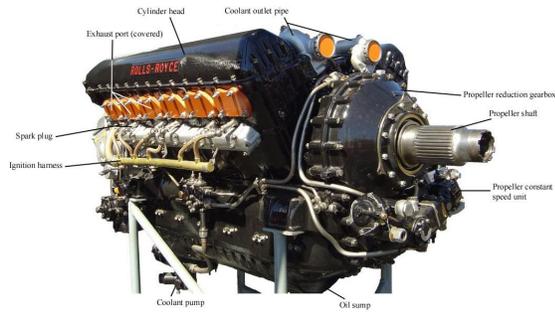
*Lawrence Sperry on the Capitol Steps.*

Lawrence Sperry, aircraft designer, developer of the automatic pilot and first member of the Mile High Club, was upset about dilatory federal payments to his company for contracted work.

He first awoke the sleeping solons with a buzz job of the Capitol, landed and taxied to the front steps. He then took off and landed in front of the Lincoln Memorial and paid a personal visit to the U.S. Treasury Department to demand his money.

Those were the days!

Oct. 15, 1933– The Rolls Royce Merlin Engine is fired up for the first time. If one were to construct a pantheon of great engines, the Merlin must be included. The design owes much to the Rolls Royce engines which powered the British entries in the Schneider Cup races in 1929 and 1931. In its final the R”R” engine fitted in the Supermarine S6B was boosted to 2600 hp and the aircraft set a new world speed record of 407 mph.



Credit: JAW

Rolls developed the Merlin as a private venture without the support of government. Government interest in a high performance fighter plane led to the Hawker Hurricane and the Supermarine Spitfire and both companies chose the Merlin to power their products. By the time production ended in 1956, 150,000 had been built and was the engine of choice for the Avro Lancaster, the deHavilland Mosquito and the North American Mustang. In the United States, Packard produced 55,000 Merlins under license.

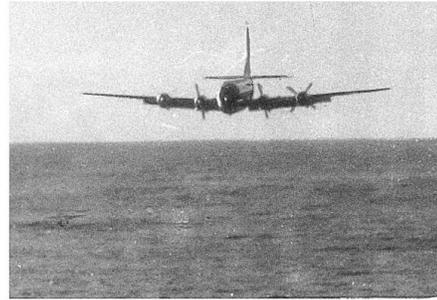
Oct. 16, 1956 – A Boeing 377 Stratocruiser operated by Pan American World Airways as Flight 6 experienced failure of two of its four engines on a night time flight from Honolulu to San Francisco. One of the propellers would not feather an inordinate fuel consumption caused by the additional drag meant that the aircraft could neither return to Honolulu or press on to the mainland.

The Coast Guard was maintaining a weather ship at Ocean Station November, the USCGC *Pontchartrain* and the Stratocruiser was able to fly to its location and circle the ship until daylight. Captain Richard Ogg, the aircraft captain, practiced ditching configurations and delayed any landing attempt until full daylight. Once most of the fuel was used up, the aircraft would be lighter, have a lower landing speed, and would float longer.

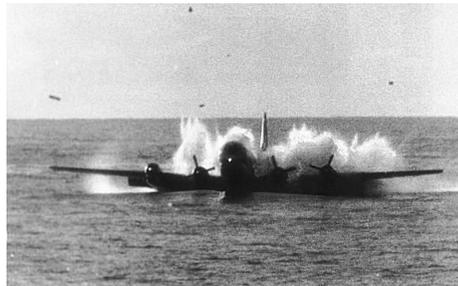
The crew prepared the passengers for ditching and the *Pontchartrain* dispersed a coating of foam on the optimal landing track to assist Captain Ogg in judging height. The plane “landed” with minimal

damage and all 31 people on board successfully evacuated the aircraft with nought but minor injuries.

Pan American Flight 943 moments before landing in the Pacific on Oct. 16, 1956. The Boeing 377 Stratocruiser had lost power to two of its four engines and had to risk an emergency water landing. (William Simpson / US Coast Guard)



William Simpson / US Coast Guard



Passengers of the ill-fated PAA Flight 943 scramble into life rafts from the wing just before the "Sovereign of the Skies" slipped beneath the waters of the Pacific. Passengers can be seen on the wing (left) as one raft pulls away (right). (William Simpson / US Coast Guard)



William Simpson / US Coast Guard

Life rafts pull away from the "Sovereign of the Skies" just before the broken craft settles to her grave in the Pacific Ocean on Oct. 16, 1956. (William Simpson / US Coast Guard)



William Simpson / US Coast Guard

(Photo Credits: William Simpson, USCG)

A film of the ditching may be viewed at:

<https://www.bing.com/videos/search?q=pan+am+flight+6&qpv=pan+am+flight+6&FORM=VDRE>

Oct. 17, 1922 – Lt. Virgil C. Griffin makes the first take-off from a US aircraft carrier, the *USS Langley* flying a Vought VE-7.



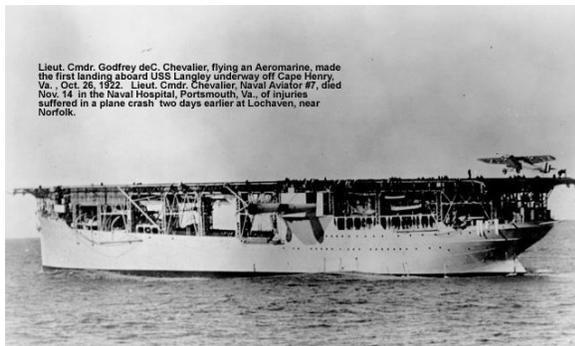
*Griffin  
Departing  
Langley*



*Whiting, a pioneer submariner and aviator demonstrates the first catapult launch from an aircraft carrier.*

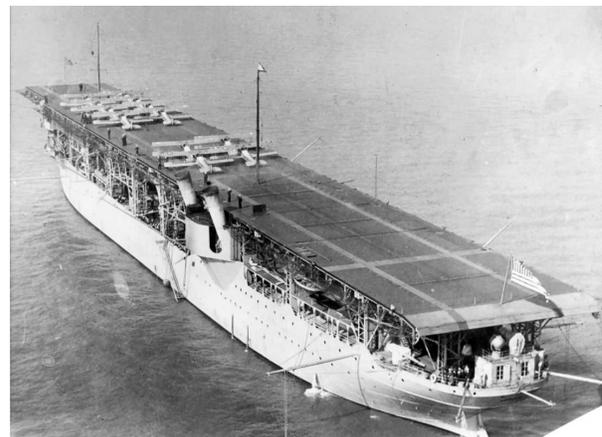
*For a film of the launch, go to:  
[https://www.youtube.com/watch  
v=oQn51aUK3kw](https://www.youtube.com/watch?v=oQn51aUK3kw)*

On Oct. 26th, Lt. Godfrey de Courcelles Chevalier made the first landing flying an Aeromarine 39B.

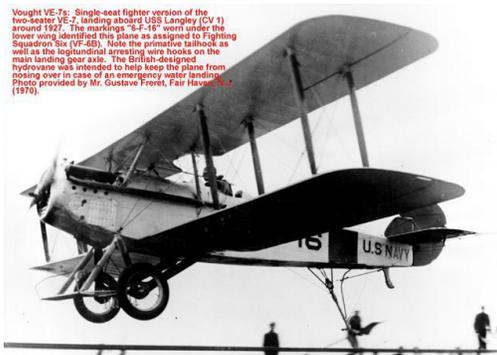


Lieut. Cmdr. Godfrey deC. Chevalier, flying an Aeromarine, made the first landing aboard USS Langley underway off Cape Henry, Va., Oct. 26, 1922. Lieut. Cmdr. Chevalier, Naval Aviator #7, died Nov. 14 in the Naval Hospital, Portsmouth, Va., of injuries suffered in a plane crash two days earlier at Lochaven, near Norfolk.

*De Courcelles Chevalier Arriving Langley*



*Note three features of the Langley: no island, the two fold-down funnels, and the box like structures on the stern which are lofts for passenger pigeons!  
(Langley Credits: U.S. Navy)*



Vought VE-7s: Single-seat fighter version of the two-seater VE-7, landing aboard USS Langley (CV 1) around 1927. The markings "64-18" worn under the lower wing identified this plane as assigned to Fighting Squadron Six (VF-6B). Note the primitive tailhook as well as the longitudinal struts, wire hooks on the main landing gear axle. The British-designed hydrocane net intended to help keep the plane from nosing over in case of an emergency water landing. Photo provided by Mr. Gustave Frenet, Fair Haven, N.J. (1970).

*VE-7 Trapping on Langley.*

Nov 18th marks the date of the first catapult launch from the Langley. Cmdr. Kenneth Whiting flying a PT seaplane is launched while the *Langley* lies at anchor in the York River, Virginia.

The *U.S.S. Langley*, CV-1, first U.S. Navy aircraft carrier was a converted collier, the *U.S.S. Jupiter*. Named after Samuel Langley, Secretary of the Smithsonian Institution and aviation pioneer, she honored her namesake with a history of naval aviation experiments. Her unusual shape led to her nickname, "The Covered Wagon." In 1937, she was converted to a seaplane tender.

In 1942, Japanese bombers scored five hits and three near misses heavily damaging her. The crew was rescued and in order to prevent capture by the enemy, she was scuttled. *Langley* died hard. It took nine 4-inch shells and two torpedoes to sink her.