



Missions for
America

*Semper
vigilans!*

Semper volans!



ONE WEEK LEFT ON THE FRUIT SALE

JOINT MEETING

23 October, 2018

Publication of the Thames River Composite
Squadron
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Lt Drost, TRCS Character Development Officer, led a suicide mandated by CAP National Headquarters. Those assembled engaged in a presentation of CAP's recently developed "Five Pillars of Wellness and Resilience."

CADET BURTON ON WINNING TEAM

Issue 12.40

23 October, 2018

SQUADRON CALENDAR

28 OCT-Veterans' Grave Marking-Groton
30 OCT-TRCS Meeting & **Fruit Sale Deadline**
01 NOV-Ashford School Visit
06 NOV-TRCS Meeting
09 NOV-Veterans Day Ceremony-Groton Elks
10 NOV-Cadet Ball
11 NOV-Veterans Day 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

RIDDLE

*What were the Japanese Admirals, all Zen
Buddhist doing at their staff meeting?*



Cadet Elizabeth Burton was a member of the Red Stripes team which won the Cadet Olympics at the recent Joint CTWG-NER Conference.

Burton reports that their first task was to design a guidon. This was followed drill, a leadership task requiring the team to cross a rope without making contact with it and a quiz about cyber security issues.

Burton comments that not only was the event informational but lots of fun.

FLYNN FLIES WHIRLYBIRDS

Ensign Brendan Flynn, USCG, former Cadet Commander at TRCS has completed the fixed wing phase of his aviator training and is now learning to fly the Bell TH-57 Sea Ranger, the naval version of Bell's 206 Jet Ranger.



Brendan and a Sea Ranger. The Coastwatcher believes that the chopper's blades are set to negative pitch and are sucking his hair up. Grooming standards at Whiting Field are not as rigorous as those at the Coast Guard Academy.

The U.S Navy conducts primary helicopter flight training for Coast Guard and Marine personnel as well as its own aviators at NAS Whiting Field, Florida. At the completion of primary helicopter training, USCG aviator candidates go to Mobile, Alabama where the Coast Guard operates its Aviation Training Center using Eurocopter MH-65C Dolphin and Sikorsky MH-60J Jayhawk.



Dolphin and Jayhawk

ROCKETTO ATTENDS RPA COURSE

Lt Col Rocketto traveled to Westchester County Airport to attend a course devoted to future plans to teach the skills needed to develop competent remote pilot aircraft (RPA) operators within CAP.

For several years selected members of CAP have been developing training methods, regulations, forms, and pamphlets pertaining to integrating remote piloted aircraft into CAP's aeronautical and emergency rating system and the aerospace education curriculum. One of the leaders of this effort is the man who ran the course in Westchester, Lt Col Thomas Vreeland.



Lt Col Vreeland displays the Syma X8 Pro

Vreeland's background is impressive. With over a half century of service he presently serves as a member of the Board of Governors. Along the way, he earned Spaatz #6 and the Frank G. Brewer, Sr. Award for Lifetime Achievement in Aerospace Education.

The course, entitled "Train the Trainer" focused on the development of a cadre of officers and cadets who will be "beta testers" for a mature training program. Sections of the course ranged over a number of topics: Part 107 ground schools, flying fields, flight clinics, and the probable uses of RPA activities and missions for CAP.

The course ended with a presentation by a group of Cadets from the Westchester Cadet Squadron which Col. Vreeland founded 52 years ago. The cadets, experienced drone operators set up a typical training field. The Cadets demonstrated efficient team coordination, unpacking the equipment and laying out the field despite the winds of 16 knots gusting to 20.



A Cadet measures wind speed while the rest of the team lays out the training field.

Participants received a hefty notebook and a flash drive containing the course power point slides, videos, and voluminous materials pertaining to the world of remote piloted aircraft.

DARRYL GREENAMYER GOES WEST

Air racing champion and SR-71 test pilot Darryl Greenamyer, 84, filed his last flight plan and headed West on October 1st. American aviation can brag of a long line of superb race pilots: Jimmy Doolittle, Roscoe Turner, Steve Hinton, Pancho Barnes, Lyle Shelton, and Benny Howard to name just a few. Greenamyer's record earns him a place among the best.



In 1965, Greenamyer competed in his first Reno Air Race and in the next 40 years won 11 championships including five straight victories in the unlimited class. In 2002, he started a three year victory streak in the Sport Class flying a kit-built Lancair Legacy.



Greenamyer's Conquest I, a modified F8F-2 Bearcat which won the Reno Unlimited Title six times.

After leaving the Air Force, Greenamyer worked for Lockheed and was one of the company pilots flying the SR-71. He acquired a coterie of enthusiastic engineers who assisted him on many of his aviation projects. In the mid-sixties, he started assembling parts from scrapped F-104 Starfighters and produced *Red Baron*, a modified '104 which set a three kilometer speed record of 988.25 mph in 1977.



Between 1994 and 1995, Greenamyer led a team which restored the B-29 *Kee Bird*. The aircraft had been forced down in Greenland in 1947. Unfortunately, as he taxied the Superfort for take-off, a fire started due to a leak in an auxiliary power unit's fuel system and the aircraft was destroyed.



Fellow pilot Mike Dillon once wrote that “Darryl is a skilled pilot, girl-chaser, aviation enthusiast, hell-raiser, close to his family, maker of strong enemies and lasting friends, adventurer, astute businessman. Darryl is not dull.”

Not a bad epitaph.



AEROSPACE HISTORY AND CHRONOLOGY

Oct. 25, 1940 – The North American prototype, NA-73X is rolled out. The NA-73X went on to become the P-51 Mustang.



The EAA AirVenture Museum's XP-51 was the last of four prototypes built in 1940 and the first delivered to the USAAF.

The amazingly short time for the development of this aircraft ought to be cited. During January, 1940, the British Purchasing Commission (BPC) contacted North American Aviation expressing interest in purchasing fighter aircraft. On April 24th the BPC approved the preliminary design. That's three months to come up with the first design!

Six months later the first aircraft was produced and flew the next day, a nine month “gestation” period. The F-22 Raptor development began in 1981 and contract definition studies were granted to five different companies. The prototype flew in 1990, nine years later.

Oct. 26, 1925 – Lt. Jimmy Doolittle pilots a Curtiss R3C-2 to victory in the 7th running of the Schneider Trophy Race.

Doolittle averages 374.2 mph after flying seven laps over a 31 mile triangular course over Chesapeake Bay.

For a movie of the race, go to:

https://www.youtube.com/watch?v=1_yQ7N-BLo8

Oct. 27, 1909 – Wilbur Wright takes Mrs. Ralph Van Denman aloft on a four minute sky-ride. Mrs. van Deman is the wife of later Ralph Henry Van Deman, sometimes called the “Father of U.S. Military Intelligence.”



The flight took place at College Park, Maryland. Before the catapult launch, Mrs. Van Deman lashed her skirts around her legs with a piece of rope, “to keep 'em down,” and tied a veil around her hair. According to records, she was a friend of Katherine Wright and had experience free ballooning.



Two style setters: At the Wright demonstration at Le Mans, France, Wilbur's first female passenger, Mrs. Edith Berg, displays what might be the first hobbled skirt. The cap which Wilbur wears was adopted because it could be pulled down tight and not blown off. The cap became popular in Europe and was known as a "Vilbur."

Oct. 28, 1938 – Lieutenant Colonel Ramón Franco, commander of Spanish Nationalist air forces in the Balearic Islands, goes West. He is killed in a crash off Pollença, Majorca, preparing to bomb Republican-held Valencia. Lt. Col Franco was the brother of Generalissimo Francisco Franco, Falangist dictator of Spain for 36 years.



Franco in the cockpit at the first stop on the transatlantic flight in Las Palmas.

Franco acquired fame as an aviator when he piloted a Dornier Do J Wal (Whale) on the first transatlantic flight between Spain and South America. The aircraft, named Plus Ultra ("Further Beyond," the motto of Charles V, Holy Roman Emperor and also Charles I, King of Spain).

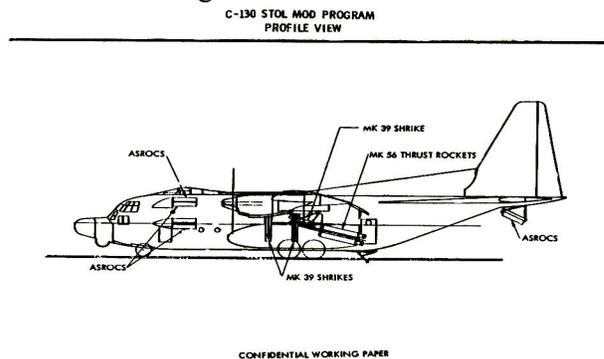


Oct. 29, 1980 – In November of 1979, 52 Americans were seized from the U.S. Embassy in Tehran, Iran. A number of plans were developed to rescue them. One involved landing a modified C-130 in the Amjadien Stadium across the street from the embassy compound. Delta Force operators would free the hostages and the aircraft would fly them out to an aircraft carrier. The plan was designated Operation Credible Sport.



An aerial photo showing the proximity of the stadium to the embassy.

The Lockheed C-130 Hercules selected for the mission were equipped with fully powered flight controls, enlarged control surfaces, double slotted flaps, and enlarged dorsal fins to increase stability at low speed. Landing performance was enhanced by the addition of 12 rockets. Four rockets taken from the Shrike anti-radar missile were pair mounted on each side of the fuselage by the main gear fairings. They were pointed downward and would arrest the final descent. Approach speed was set at 85 knots. A tail-hook was provided for the carrier landing.



Take-off utilized ten rockets. The main power was supplied by four rockets taken from the RIM-66 Standard surface-to-air missile. They were mounted on the aft fuselage in much the same position as normal RATO units. A pair was also placed under the tail to prevent over-rotation. The remaining four were mounted in pairs on underwing fuel tank pylons to assist in yaw stabilization in case the main RATO units did not shut down simultaneously. The take-off rockets provided 180,000 pounds of additional thrust, about 20 times more than the four turboprops.



Take-Off (Credits: USAF)

Testing was held at Eglin AFB's Wagner Field, the same location at which the Doolittle Raiders practiced. Take-off performance proved successful. The Herk needed a ground roll of 100 feet to lift off and 200 more feet to clear a 300 foot obstacle!

However, during a landing test, some of the rockets fired prematurely and the crash broke the right wing off the aircraft. All of the crew survived. The project was abandoned as being too risky.



Landing: Retro Rockets Slowing Aircraft



Landing: Vertically Mounted Shrike Rockets Arresting Descent.



Aftermath

To see pictures of the tests, to to:

<https://www.youtube.com/watch?v=fSFjhWw4DNo>



The last YHC-130 is on display at The Museum of Aviation, Warner-Robins Air Force Base.

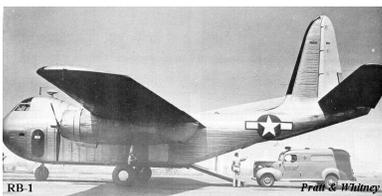
Oct 30, 1935 – Boeing Model 299, the prototype for the B-17 Flying Fortress, crashes on take-off.



The aircraft was equipped with a control lock for the elevator. The device fixes the elevator in place and is meant to prevent wind damage when the aircraft is sitting on the ramp. The Army Air Corps test pilot, Maj. Ployer Hill failed to disengage the lock before take-off causing loss of control and the subsequent crash. Ployer and Boeing's Les Tower, flying as an observer were killed.

The industry realized that the complexity of modern aircraft required more than just memory to operate safely. Boeing devised a written check list in which each item required for flight would be listed and reviewed methodically before flight. The checklist became an aviation standard.

Oct. 31, 1943 – This date marks the first flight of the unique Budd RB-1



Conestoga. Older reads along the Connecticut shoreline might remember the stainless steel self-propelled Budd cars operated by the New Haven Railroad. The Budd Company was an innovator in the design of auto bodies and railroad cars.

During World War II, the fear that a shortage of aluminum would effect aircraft production led to an experiment using stainless steel. Budd has already gained experience in the early 1930s using stainless steel to produce aircraft. Their first aircraft was the Budd BB-1, a four place seaplane.



BB-1 is on display at Philadelphia's Franklin Institute.

In 1942, the U.S. Navy contracted with Budd to build a stainless steel transport, the RB-1 which carried the historic name of the pioneer Conestoga wagon. As it turned out, aluminum was not in short supply and the production of the Douglas C-47/R4D more that met the demands of the military so only about two dozen Conestoga's were built.

The Conestogas which the Navy acquired were used as utility hacks. After the war, one aircraft was acquired by the controversial Tucker Motor Company to transport its 1948 Tucker Sedan to auto shows.

The first scheduled cargo airline in the United States, Flying Tigers, used about a half dozen in their start-up operation. The company was formed by veterans of the American Volunteer Group, the Flying Tigers. They operated successfully for some 25 years and were flying Boeing 747s, 727s, and DC-8s when they were merged into Federal Express.



Flying Tigers DC-8-63 loading cargo.

ANSWER TO THE RIDDLE

The Japanese Admirals the staff meeting, all Zen Buddhists, were contemplating their navels.

Sell Fruit.