



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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30 October, 2018

SQUADRON CALENDAR

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
01 DEC-02 DEC-Corpoate Learning Course
04 DEC-TRCS Meeting
08-09 DEC-Training Leaders of Cadets Course
11 DEC-TRCS Meeting
18 DEC-TRCS Holiday Party
25 DEC & 01 JAN-No Meetings

CADET MEETING

30 October, 2018

Cadets gave a three minute briefing on a favorite WW II aircraft: Wischman (B-17), Martin (FW 200), Race (B-24). Mitchell (the eponymous B-25), Hallahan (B-29), Trotochaud (A-20).

Cadet Aerospace Education Officer Elizabeth Burton led the squadron in an aerospace knowledge contest. Two teams were formed and a series of questions were asked which had to be answered within a short time limit. Flight One was captained by C/2d Lt Schantz and Flight Two was led by C/CMSgt Munzner.



Flight One (above) won by a narrow margin, the thickness of a boundary layer. C/AEO Burton oversees their work. Flight Two (below), discuss a possible answer. Judges Lt Thornell and Maj Borque sit in the background.



Questions were drawn from the Cadet's six part aerospace education text, *Aerospace Dimensions*. Cadets were queried on layers of the atmosphere, the solar system, cloud types, and the nomenclature of rockets and aircraft.

SENIOR MEETING

30 October, 2018

The Seniors worked on individual projects. Lt Col Doucette and Senior Members Hanke and Seidel worked to reconcile the fruit sale figures.

MID-WEEK TRAINING EXERCISES

information submitted by

Lt Michael Kopycienski, Maj Paul Noniewicz,
and Maj Scott Farley

The CTWG held a two day training exercise on Wednesday and Thursday.

Wednesday's exercise was based on a simulated Coronal Mass Ejection which knocked out all landlines and cellular communications such as telephones and the internet.

The purpose was to exercise the CAP emergency communication system and assign aircraft to mission tasking. Throughout the morning of the 24th, lines of communication were established and TRCS maintained communications and a stand-by aircrew, Maj Farley and 1st Lt Pineau. but no tasking was given and by afternoon, CTWG aircraft were grounded due to strong winds.



Kopycienski and Pineau waiting in Commo.

(photo credit: Maj Farley)

On Thursday, CTWG received tasking from the National Operations center via a high frequency (HF) radio circuit manned by Lt Trotochaud. Capt Steer, CTWG Incident Commander then relayed the message via CAP's very high frequency (VHF) radio system.

Lt Kopycienski, Thames River's communication officer received the message in Groton and in accord with instructions, conducted a perimeter search of the airport looking for abnormal conditions or suspicious activity. Nothing unusual was observed.

HF and VHF operations remained active until the mission was closed.

On Thursday, TRCS flew two training missions using the G1000 SAR options. The first was flown by Maj Noniewicz and Lt Peter Jarvis. Maj Farley and Lt Cols Kinch and Rocketto took the second sortie of the day.

GRAVE MARKING

submitted by

Major Scott Farley

On Sunday, Oct 28 18 members of the Thames River Composite Squadron, Groton CT mustered at the Starr Burying Ground Cemetery in Groton. Under the direction of Mr. Sid Gardner, President of the Board of Directors for the cemetery, CAP Cadets and Seniors set out to place grave markers on all veteran graves in the cemetery, some having died at the battle at Fort Griswold in 1781.

The grave markers are designed to hold a small American flag. These flags are generally placed on the graves on Memorial Day and Veterans day.

Using a master list of graves and reference maps, CAP members were able to place markers on 200 graves. More graves will be marked in the spring time as weather permits



(Photo Credit: Lt J. Thornell)

The Cadets present at the Grave Marking were Elizabeth Burton, Spencer Haynes, Michael Jeznach, Dan Martin, Christopher Munzner, Jack Race, Mitchell Rathbone, Roan Schaffer, Ryan Schantz, Silas Simmons, Rhys Thornell, Luis Trinidad, and Cameron Wischman.

The Seniors participating were Guy Bradstreet, Tom Ceniglio, Scott Farley, Mike Kopycienski and Jennifer Thornell.

BENNY DOVER MIDDLE SCHOOL PRESENTATION

Lt Col Bright and Senior Members Kopycienski and Ceniglio met with students from New London's Benny Dover Middle School on Tuesday, the 30th and explained the role of CAP and the advantages of membership for young people.

The event was arranged by Catherine Young of the Connecticut Airport Authority and supported by the 1109th TASMG, Connecticut Army National Guard.

TRAINING LEADERS OF CADETS COURSE

The Connecticut Wing Cadet Programs Department will be hosting a one day Training Leaders of Cadets Basic Course and a one day Training Leaders of Cadets Intermediate Course the weekend of 8-9 Dec 18 at the New England Disaster Training Center in Windsor Locks, CT.

Training Leaders of Cadets is the premiere venue for Cadet Programs Officers to learn how to become better mentors of cadets and more effective managers of cadet squadrons. The 3-course program is a component of the Cadet Programs Officer Specialty Track. To foster collegial discussions among adult volunteers, cadets are prohibited from attending. Contact dcp@ctwg.cap.gov for information.

CORPORATE LEARNING COURSE

The CLC is designed to explain how a wing

operates in each of CAP's major mission elements and how mission support functions support these mission elements. Armed with this knowledge, senior members can learn how they and their respective organizations can best support the wing and fulfill the corporate role of CAP.

Director: Maj Laura Moore:
laura.moore073@gmail.com

Saturday, December 1, 2018 at 8:00 AM to -
Sunday, December 2, 2018 at 4:00 PM (EST)

Tweed Airport
62 Thompson Avenue, East Haven, CT 06512

Cost: \$30.00.

Uniform of the Day (UOD): Air Force Blues, Corporate Gray/White or CAP golf shirt/gray pants combo.

If you have any questions you can email the Director of the course.

For further information please send an email to pdo@ctwg.cap.gov

AEROSPACE HISTORY AND CHRONOLOGY

Nov. 1, 1920 – The US Post Office awards a contract for international air mail to Aeromarine West Indies Airways. Two aviation pioneers were associated with Aeromarine, the irrepressible Harry Bruno and the taciturn Ed Musick.



Madam Sylva, an opera singer, Bruno, and Musick, standing in the white shirt, aboard an Aeromarine 75.

Bruno was one of the first promoters of aviation, a WW I pilot trained by the well-known dancer Vernon Castle and a charter member of the Ye Anciente and Secret Order of Quiet Birdmen. During his career in public relations, Bruno worked for many of the best known aviators: Charles Lindbergh, Richard Byrd, Wiley Post, Sherman Fairchild and Amelia Earhart. Some of his projects involved the development of sky-writing, promotion of Univac, publicity for PT boats, and the introduction of the Willys Jeep to the post-war market.



The first airline baggage label designed by Harry Bruno in 1921 while enjoying the ambiance of Havana's Sloppy Joe's Bar.

Musick, a flight instructor during WWI, rose to be Chief Pilot of Pan American World Airways. He flew the survey flights for most of their oceanic routes and set ten flight records when testing the Sikorsky S-42. The PanAm publicity director once asked him to provide some worthwhile copy while in flight across the Pacific. Musick, known as a man of few words said that he would not know what to say. The publicity director suggested to say something about the sunset. Some hours later, Musick had the following message transmitted: "Sunset, 0639 hours."



Quiet Birdman Musick's taciturn nature probably served him well in his early career running rum.

Nov. 2, 1947 – The Hughes H-4 Hercules, at that time the world's largest aircraft makes its first and only flight. The eccentric Howard Hughes surprises the newsmen and spectators when he lifts the aircraft off Long Beach Harbor and flies for about a mile at an altitude of 70 feet.



While visiting the Evergreen Museum in McMinnville, Oregon, my traveling companion, Shawn Carpenter and I arrived before the opening. To kill time, we cruised around the museum and saw what I initially thought was a high aspect wing from a sailplane. It turned out to be one of the ailerons of the H-4 under restoration!

To view the flight, go to:

<https://www.bing.com/videos/search?q=Spruce+Goose+Plane&&view=detail&mid=FE DB22957404D5D9300EFEDB22957404D5D9300 E&&FORM=VRDGAR>

Nov. 3, 1926 – Captain Charles Lindbergh jumped from his disabled airplane during a night airmail flight, making this the fourth time he has had to use his parachute to save his life. All of Lindy's jumps were made in an 18 month period starting on March 5th.

*Lucky Lindy loading the mail.
(Credit: Swenson Studios)*





Unlucky Lindy's Wreck!
(Credit: Minnesota Historical Society)

The first occurred on March 5th, 1925 during training at Kelly Field. Lindbergh and another student collided and the two SE-5s locked together

Three months later, Lindbergh was testing the OXX-6 Plywood Special at Lambert Field in St. Louis when it suffered a control failure and he had to bail out.

His third emergency jump while flying the mails for Robertson occurred on the 16th of September, 1926 when he encountered snow and rain between Springfield and Peoria.

The Caterpillar Club was formed by the Irvin Parachute Company which credits William O'Connor as the first person saved by a parachute. This claim is in dispute and Lt. Harold R. Harris is credited as the first man to make an emergency jump.



The Caterpillar Member Pin

Nov. 4, 1936 – Spain is locked in a civil war between the Republic, supported by Soviet Russia and the Nationalists, supported by Nazi Germany and Fascist Italy. For the first time, Soviet fighters,

Polikarpov I-15 Chaikas (seagulls), nicknames Chatos (Snub-Nosed) by the Spaniards attack a squadron of Italian Fiat CR.32 fighters which are escorting German Junker Ju 52 bombers over Madrid.



A Chato in Republican Colors



Tante Ju (Auntie Ju), a Ju 52 in Luftwaffe colors.



The Fiat CR.32 bearing Nationalist markings.

As might be concluded from the above, the Spanish Civil War was more than a civil war. It was a proxy war between the left wing communist ideology and that of right wing fascism.

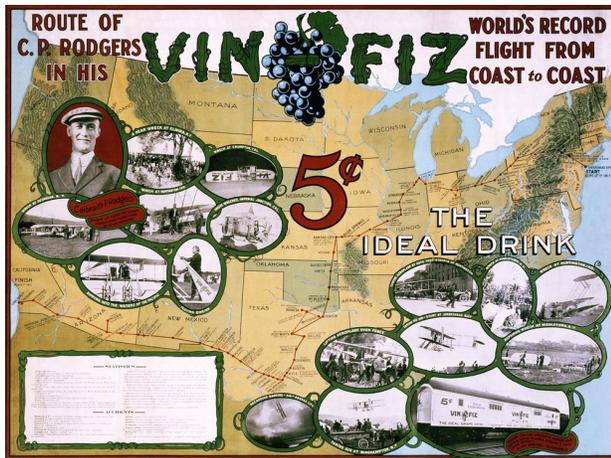
Germany used it as a testing ground for new equipment and as a training ground for its nascent air force and ground forces. At any one time, about 7,000 “volunteers” from what was known as the

Condor Legion served in Spain. Troops were rotated periodically to increase the number of Germans with combat experience. Newer aircraft types replaced the original equipment and the Bf 109 grew to maturity with the “Emil” version fielded in 1938.

The Soviets provided much less personnel, perhaps only 700 at any one time. Most of that support was in aviation and armor. However, they sold the Republic most of its equipment and munitions. At the start of the Civil War Spain had the fourth largest gold reserve in the world. Most of it ended up in vaults in Moscow. Just because he was a Communist did not mean that Stalin was not an astute businessman.

Italy provided relatively heavy support with as many as 60,000 troops involved. Mussolini also contributed aircraft, artillery, and naval support units.

Nov. 5, 1911 – Calbraith Perry Rodgers completes the first coast-to-coast airplane flight flying from Brooklyn, New York to Long Beach, California in a Wright Model EX taking 49 days. The aircraft was named Vin Fiz after a soft drink manufactured by the corporate sponsor.



Vin Fiz Ad Showing the Route of the Flight

Rodgers was escorted by a railroad train carrying his mechanics, a second aircraft and spare parts. The journey required 75 stops including 16 crashes and covered 4,000 miles in 84 flight hours. At one

point, Rodgers was hospitalized for three weeks with a concussion and spinal injuries.



The Rail-bound “Hangar” carrying tools, parts, and materials to repair the Vin Fiz.

(Credit: National Air and Space Museum)

Six months later, Rodgers was killed when his plane struck birds and crashed into the ocean within yards of where his record setting flight ended. His widow donated the Vin Fiz to the Smithsonian where it was restored and is on display. It would be interesting to determine what percentage of the aircraft on display were parts of the Viz Fiz which set out from Brooklyn on its epic journey.



The restored Vin Fiz hangs in state at the National Air and Space Museum. (Credit: Eric Long)

Nov. 6, 1945 – The early jet engines were anemic power-plants. The Navy compromised contracted for two mixed propulsion aircraft, one turning and one burning. The first to fly was the Ryan FR-1 Fireball followed by the Curtiss XF-15.

The Ryan entered squadron service but the Curtiss effort failed to make the cut.



On this day in 1945, Ensign Jake C. West, is preparing to land on the USS Wake Island flying a Fireball. The standard procedure, once in the pattern is to shut down the jet engine which West did. And then the piston engine failed. West instituted a 30 second restart of the jet succeeded and made a semi-successful landing, catching the last arresting wire and fully stopped by the emergency barrier. This was the first landing under jet power on a US aircraft carrier.

Nov. 7, 1910 – Philip Parmalee becomes the first freight dog when he carries 100 pounds of silk from Dayton, Ohio to Columbus, Ohio. The delivery had been contracted with the Wright Brothers by department store owner Max Moorehouse to gain publicity for the opening of a new store. The flight covered 65 miles in 57 minutes, setting a new record for speed.



In 1911, he flew a Wright Flyer with Lt. Benjamin Fulois, later a general and Chief of the Air Corps. The patrolled the Mexican border as a demonstration to Mexican revolutionaries.

Later that year, he piloted a Wright Model B from which Grant Morton parachuted, the earliest known jump from an airplane.

In 1912, Parmalee was killed at Yakima, Washington when he crashed after turbulence caused a loss of control.

NOTE ON THE CURTISS XF-15

Only three were built. Only one still exists. It was in the collection of the New England Air Museum. The Quonset Air Museum acquired it and after its demise in 2016, the aircraft was sent to North Carolina's Hickory Aviation Museum.



XF-15 at NASM and at QAM

