



Missions for America

Semper vigilans!

Semper volans!

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

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14 November, 2018

SQUADRON CALENDAR

- 17 NOV-CTWG SAREX
- 20 NOV-TRCS Meeting
- 27 NOV-TRCS Meeting
- 01 DEC-02 DEC-Corporate Learning Course
- 04 DEC-TRCS Meeting
- 08-09 DEC-Training Leaders of Cadets Course
- 11 DEC-TRCS Meeting
- 15 DEC-Ground Branch Directors Course
- 16 DEC- TASMG Holiday Party
- 18 DEC-TRCS Holiday Party
- 25 DEC & 01 JAN-No Meetings

CADET MEETING

14 November, 2018

Lt Drost led the cadets in a wingman course.

SENIOR MEETING

07 November, 2018

Commander's Call

A hirsute Major Noniewicz presented a safety briefing about Thanksgiving holiday dangers including the traditional warning about deep frying turkeys.

Maj Farley, Squadron Commander related pertinent topics covered at the last pilots meeting with emphasis on the procedures to be followed when using the special credit cards when on Air Force assigned missions.

Farley also reviewed the results of our annual citrus fruit fund raiser. The quantity of boxes were four more than last year. However, donations resulted in a significant increase in profits.

The monthly review of calendar dates and the status of squadron goals concluded the meeting.

PROMOTIONS

Five cadets and one senior member were promoted.



Cadet Higginson starts an upward flight as he receives his Curry Award.



Cadet Haynes awaits his Senior Airman stripes.



Maj Farley pins Cadet Race with his Master Sergeant insignia.

Newly fledged Cadet Master Sergeant Martin is pinned by Major Farley and Lt Martin.



Cadet Wischman reports to receive his Senior Master Sergeant insignia,

Adam Spreccace, TRCS's newest second lieutenant is congratulated by the squadron commander.



Deputy Commander of Cadets Jennifer Thornell has completed Level II of the Senior Members Professional Development Course and has earned the Benjamin O. Davis, Jr. award.



Six cadets were awarded the Emergency Services Patch for qualifying as mission radio operators and/or urban direction finding team members.

From Left to Right: Cadets Race, Burton, Ramsey, Martin, and Wischman. Cadet Thornell is missing from the picture.

VETERAN'S NIGHT AT THE GROTON ELKS

09 November, 2018

The Cadets participated in the Veteran's Day celebration at the Groton Elks Lodge in Groton. Cadets Ramsey, Thornell, Race, and Martin posted the colors. Then our contingent assisted in serving the dinner. Afterwards, they joined with the veterans and listened to their stories of service in the military.



Cadets who attended not mentioned elsewhere in the article are Cadets Trotochaud, Higganson, Schaffer, Wischman, and Haynes.

A high point of the evening was meeting Rocco DeLuca, a 96th year old veteran of Merrill's Marauders.



Mr. DeLuca with Cadets Thornell, Ramsey, and Trinidad

The Marauders, officially the 5307th Composite Group (Provisional), code name Galahad, was a jungle warfare special operations unit assigned to harass Japanese supply lines in Burma. They fought five major engagements in five months, crossing 750 miles of mountainous jungle. Hampered by poor rations and weakened by

dysentery, fever, malaria, typhus, and skin infections, the Marauders fought their final battle at Myitkyina.

Their original order of battle consisted of 3,000 volunteers, 2,750 of which were committed to combat. A week after Myitkyina fell, the Marauders were disbanded. Only 130 combat effective troops were left, the rest having been killed or wounded in combat or were evacuated due to illness! The 5307th was awarded a Distinguished Unit Citation and every member received the Bronze Star.

The 475th Infantry Regiment incorporated what was left of the Marauders and continued to fight in Burma until re-designated the 75th Infantry Regiment from which emerged the 75th Ranger Regiment.

VETERANS HONORED IN EAST LYME

11 November, 2018

Squadron cadets and seniors met at the East Lyme Veteran's Monument to join a crowd celebrating Veteran's Day. Cadet Munzner displaying the CAP flag was part of a color guard made of Young Marines, Sea Cadets, Boy Scouts, the American Legion, and the Veterans of Foreign Wars.



C/CMSgt Rhys Thornell laid a memorial wreath at the monument and cadets presented hand written letters of thanks to the veterans present.

In addition to Munzner and Thornell, Cadets Haynes, Schaffer, Jeznach and Higginson and Seniors Farley, Trotochaud and Thornell also participated.

CADET BALL

10 November, 2018

Three TRCS Cadets attended the CTWG Cadet Ball: C/CMSgt Hannah Ramsey, C/A1C Elizabeth Burton, and Cadet Michael Jeznach.

GROUND BRANCH DIRECTOR COURSE

The course is open to CTWG Senior Members who are either GTL or UDF certified.

The first portion of this course will cover WMIRS and the paperwork part of being a Ground Branch Director.

The second half of the course will cover the technical aspect of being a Ground Branch Director. It will cover navigation, directing ground teams toward a location, ground team selections, ground team management, and a hands-on field exercise.

Where: Plainville Composite Squadron - 77 Johnson Avenue, Plainville CT

When: 15 December 2018 0800 - 1600

Cost: \$15.00-Covers lunch and course materials

UOD: ABU/BDU or Polo

Required materials: Notebook, pen/pencil, laptop/tablet.

If interested apply to Jim_Ridley@bmc.com

AEROSPACE HISTORY AND CHRONOLOGY

Nov. 14, 1935 – The prototype Noorduyn Norseman was tested at Pointe aux Trembles, Quebec by W.J. McDonough. This was the first all-Canadian designed bush aircraft.



A Norseman formerly operated by Parachutes International at Orange, Massachusetts.

Nov. 14-17, 1965 – Retired TWA Captains Fred L. Austin and Harrison Finch co-command the Rockwell Polar flight from November 14–17, 1965 and circumnavigated the Earth over both poles in a Boeing 707-349C, *Pole Cat*, leased from the Flying Tiger Line.



Pole Cat (Credit: Flying Tiger Line Pilot Association)

Additional crew consists of Captain Jack Martin, Chief Pilot of Flying Tigers Line, Captain Robert N. Buck, TWA, and Boeing Senior Engineering Test Pilot James R. Gannett. Three navigators and three flight engineers complete the flight crew. John Larsen, TWA's chief navigator, did most of the planning and the other two navigators and all three flight engineers are Flying Tiger Line employees.

Colonel Rockwell of Rockwell International sponsored the flight. Colonel Bernt Balchen (first pilot to fly over both the North and South Poles, on separate flights) was on board as guest of honor.

The flight covered 26,230 miles in a total of 62 hours, 27 minutes and 35 seconds with just under five hours on the ground. Departure was from Honolulu with landings in London, Lisbon, Buenos Aires, and terminating in Honolulu

Nov 16, 1959 – First flight of the Canadair CL-44. The aircraft was based on the Bristol Britannia and the cargo version has a tail section which could be swung to the side so large items could be easily loaded. Hydraulic actuators provided the force to swing the tail. When the tail was restored to its normal position, an inflatable seal allowed internal air pressure to be maintained at altitude. Flight controls were connected by a clever system of what are described as “push pads.” The entire opening or closing operation took 90 seconds.

Only 39 were built. Flying Tigers Airlines purchased thirteen and the Royal Canadian Air Force flew a dozen of them as the CC-106 Yukon.



The aircraft pictured above, LV-JTN, at Ezeiza International Airport, was destroyed in a 1981 incident eventually involving the United States, Naragua, Israel, Iran, and the Soviet union. The United States was using Israel as middle-man to sell arms to Iran which was involved in a bloody war with Iraq. However, the former President Carter had embargoed arms sales to Iran. President Reagan promised to continue the embargo because of Iranian support of terrorism.

But Reagan eventually approved Israeli sale of weaponry to the Muslim theocracy of the Ayatollah Khomeini. Presumably this would afford an opportunity for Iranian moderates to broker the release of hostages held by Hezbollah in Lebanon. But the United States diverted funds from the sales to support the Nicaraguan contras who were seeking to overthrow the Sandinista National Liberation Front of Nicaragua. All of these transactions were of dubious legality and the result was what became known as the Iran-Contra Affair. Did you follow all of that? Now back to the downing of LV-JTN.

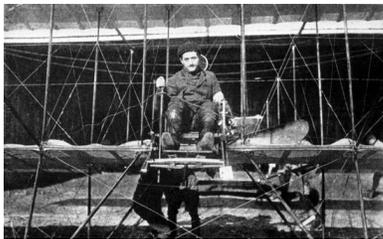
The route of the arms, primarily TOW anti-tank missiles and Hawk anti-aircraft missiles were from the United States to Israel to Cyprus to Iran. The Cyprus stop-over was to “sheep-dip” the flight route since Iran was a sworn enemy of Israel and direct flights would place Iran in a bad light with other Muslim nations. After the third delivery, LV-JTN headed back for Cyprus but it strayed into Soviet airspace.

A Sukhoi Su-15 Flagon was sent to intercept it. The details of the incident are unclear but in the course of the interception, the Flagon struck the

tail of the CL-44. Whether it was an accident or a deliberate ramming remains has been disputed to this day but all four crew aboard the cargo plane were killed when it crashed near the Soviet-Turkish border. The Flagon pilot ejected and survived.

Nov. 17, 1906 – *The Daily Mail* of London offered a £10,000 prize for the first flight from London to Manchester a distance of 185 miles. In today's market, the prize would be worth 1.5 million dollars. The rules specified that the take-off and landing locations had to be no more than five miles from the newspaper's offices in London and Manchester. Three and a half years later, Frenchman Louis Paulham captured the prize in the first cross-country air race in history.

Englishman Claude Grahame White was the other competitor. Grahame-White made an attempt to win the prize on April 23, 1910 flying a Farman III with a 50 H.P. Gnome engine but failed due to high winds and extreme cold. After flying some 73 miles, he was forced to land and decided to return to London to repair his aircraft.



Grahame-White at the controls of his Farman.

His attempt attracted the attention of Paulham who arrived from France with a similar Farman III modified with shortened wings.



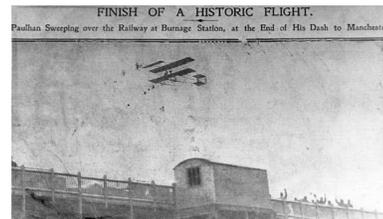
Paulham at the controls of his Farman.

Paulham got the jump on Grahame-White, quickly

setting up, and departing on the 27th at 5:30 P.M. He headed for the London and North Western Railroad tracks. The Company had marked sleepers at critical rail junctions with white paint to guide the aviators along the correct route. A special train followed with his mechanic, Mrs. Paulham and Henry Farman. Paulham ran out of fuel at Lichfield, 117 miles out and landed acquiring accommodations in a local hotel.

When Grahame-White got word that Paulham was airborne, he took off and covered 60 miles before landing at nightfall. Knowing that Paulham was 57 miles ahead of him, he made a decision to take-off and fly at night. This would be the first night flight in England and he departed by moonlight at 2:45 A.M. But his engine developed problems and he ran into strong headwinds and was forced to land one hour and twenty-eight minutes later, 10 miles behind Paulham.

Paulham departed Lichfield about the same time that Grahame-White landed and at 5:32 A.M. arrived at Barcroft Fields near Didsbury, within five miles of the Daily Mail's Manchester office. The race was over and the Frenchman emerged victorious.



Paulham at the Finish Line

On April 28th, 1950, forty years later, Paulham repeated the journey in the rear seat of a Gloster T.7 Meteor, a trainer version of Britain's first jet fighter. He remarked: "*C'était magnifique ...* It was all I ever dreamed of in aviation—no propellers, no vibration."

Nov. 18, 1952 – A flight of Grumman F9F-5 Panthers from Task Force 77, Fighter Squadron 781 aboard the U.S.S. Oriskany are vectored to an engagement with seven MiG-15s threatening the task force. A remarkable and for many years secret air battle takes place. Lt. Royce Williams ended up

facing seven Soviet MiG-15s flown by Russian naval aviators. Soviet pilots often flew North Korean marked MiG's into combat but this was different. These MiGs bore the red star of the Soviet Air Force and probably sortied out of the Russian base at Vladivostok.

Williams was part of a flight of four launched from the U.S.S. Oriskany with orders to fly to the North Korean port of Hoeryong. The port was the main entry point for supplies sent from Russia and China. It was right on the Yalu River which separated the Korean peninsula from China and Vladivostok, the primary Soviet naval base in the Pacific was a scant five miles away. Specific instructions were issued for ingress and egress to prevent them from overflying China or Russia. In the past, knowing the inferiority of the Panthers to the MiG-15, the Navy jets had avoided the area leaving "MiG Alley" to the Air Force F-86 Sabres. But this time, things were different.



A Panther painted to represent Williams' plane is on display on the deck of the USS Intrepid in San Diego.

Offshore, a heavy cruiser, the *USS Helena* was carrying a team of Russian speaking radio monitors from the two week old and top secret National Security Agency. They informed the flight that bogies were 83 miles north and heading to the task force. Orders to intercept were issued. The low level weather was wretched so Williams and his three companions started climbing and broke out at 12,000. High above, they spotted seven contrails. At that moment, Williams flight commander reported a fuel pump warning light and was ordered to return to the Oriskany with his wingman. Suddenly, the odds were seven to two.

The Russians split into two formations and dived to the attack. Williams climbed and turned hard

left and got off a shot at one of the Russians who went down smoking and was followed by Williams wingman! The odds were now six to one and Williams and his inferior performing Panther were not in an enviable position. The fight turned into a fur-ball with Williams maneuvering frantically, trying to keep his six o'clock position clear, and firing a burst of 20 mm whenever a MiG came into range. In a succession of head-on passes, Williams sent a second MiG down in flames and then scored hits on two others.

Then one of the other MiGs managed to slide in behind Williams and fired. The MiG is equipped with two 23 mm and one 37 mm cannons and Williams took hits which damaged the hydraulic unit in accessory section of his engine and caused partial loss of elevators. Williams dove for the cloud cover. At this point, his wingman got back into the fight and the remaining MiGs disengaged.

Williams headed back to the Oriskany which cleared the deck for a crash landing. Without flap and damaged controls he had to make an unstable approach at 65 knots above normal and caught the three wire! His Panther had 263 holes, most from 23 mm but a few from the 37 mm cannons. He had fired off all 760 rounds of his 20 mm ammunition. The aircraft was unrepairable. Maintenance stripped anything of value for his aircraft and pushed it over the side.



Royce points out some of the battle damage to his aircraft. (Credit: U.S.Navy)

Air battle reports are notoriously unreliable and the gun camera photos had been "misplaced" in

processing so Williams was awarded one kill and a probable. A report from the NSA monitors aboard the *Helena* verified that three MiGs had been shot down and one crashed landed. However, the ability of the NSA to monitor the Russian transmissions had to be kept secret so Williams fight received no publicity for his amazing feat..

Forty years later, Russian sources revealed that the MiG pilots were Soviet Naval Aviation officers, Captains Belyakov and Vandalov, and Lieutenants Pakhomkin and Tarshinov. Royce ended up flying over 200 combat missions and retired from the Navy in 1980. Although not an Ace, Williams was the top scoring Naval Aviator operating from an aircraft carrier.

Nov. 19, 1932 – A national monument dedicated to the Wright Brothers is unveiled at Kitty Hawk, North Carolina.



(Photo Credit: Abe Ezkowitz)

Nov. 20, 1953 – CAP icon Scott Crossfield flies the Douglas D-558-2 Skyrocket past Mach 2. This is the first flight to exceed Mach 2.



The Launch. Boeing P2B-1S mother ship drops the Skyrocket on its way to Mach 2. (Photo Credit: NASA)



NASA Dryden Flight Research Center Photo Collection
<http://www.afrc.nasa.gov/Gallery/Photo/index.html>
 NASA Photo Ki-1000. Date: November 20, 1953. Photo By:
 Scott Crossfield in cockpit of the Douglas D-558-2 after first Mach 2 flight.

Nov. 21, 1981 – A complaint from the U.S. State Department led to a one week ban on Aeroflot flights between Washington and Moscow. To Aeroflot planes deviated from their flight plans and overflew “sensitive areas” of New England, the New London Submarine Base and General Dynamics Corporation in Groton. The flight occurred at the time that the U.S.S. Ohio, the first Trident submarine was commissioned.



Il-62 at JFK

Around the same time in England, another commercial Il-62 "made an unauthorized and unannounced descent from 35,000 feet to 10,000 feet, just below cloud level, to fly over RAF Boulmer, a radar station currently being modernized." The aircraft switched of its altitude encoding transponder during the maneuver and only switched it on after returning to its original cruise altitude.

Many know about spy flights, notably the U-2 incident but most of those flown were carried out under the aegis of a national intelligence agency of military organization and used military aircraft. These flights were a little bit different.