



Missions for America

*Semper vigilans!*

*Semper volans!*

Publication of the Thames River Composite Squadron  
Connecticut Wing  
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### **SQUADRON CALENDAR**

12 JAN-Wing SAREX

15 JAN-TRCS Meeting/Commander's Call

19-29 JAN-DAART Training-Brainard

22 JAN-TRCS Meeting

29 JAN-TRCS Meeting

05 FEB-TRCS Meeting/Staff

09 FEB-Ground Branch Director Course CTWG  
HQ/Middletown

10 FEB-Mission Safety Officer Course-CTWG  
HQ/Middletown

12 FEB-TRCS Meeting

07-14 SEP-Regional Staff College-Niantic

19 FEB-TRCS Meeting

26 FEB-TRCS Meeting



*If a man is in need of rescue, an airplane can come in and throw flowers on him, that's just about all. But a direct lift aircraft could come in and save his life.*

*-Igor Sikorsky-*

### **CADET MEETING**

*08 January, 2018*

Chet Moore, Manager of the Groton Air Traffic Control Tower spoke to cadets, seniors, and parents about his career as an air traffic controller, the challenges which a controller faces, and ATC career paths.



*The Power in the Tower!*

Moore is what one might call an "ATC Brat." His father was a Navy controller and Chet followed his father along a similar career path.

His story is an example of how determination and self-initiative can lead to success. He joined the Army but was assigned to the artillery. He finally achieved his goal, attended ATC school and served at a number of bases from the appropriately

named Moore Army Air Field (AAF) at Fort Devens, Massachusetts to the main Army air training facility, Cairns AAF at Fort Rucker, Alabama.

He then signed on with Midwest ATC, a contracting corporation which runs control towers in the eastern United States. Chet has been at Groton for 25 years, 16 as Manager. His good humor clearly indicates his love for the job and for southeastern Connecticut.

Moore spoke about the leadership lessons and work ethic which he learned during his military service and stands him in good stead today. He emphasized solid training and fair treatment for his subordinates and takes pride in the career successes of many of the people whom he has trained.

Os special interest were four tracks to becoming an air traffic controller: direct hire by the FAA, military training, private aviation schools, and direct hire by contracting companies. Cadets who are interested in certification as air traffic controllers are advised to acquire aeronautical knowledge beforehand and prepare to study and work hard as a trainee.

In conclusion, Mr. Moore summed up his philosophy of life, "Work hard and have fun."

### **SENIOR MEETING**

*08 January, 2018*

*submitted by*

*Lt Adam Sprece*

The first planning meeting of the year followed the traditional pattern.

Maj Scott Farley, Squadron Commander, outlined his plan to support the CAP mission.

Lt Col Kinch, Personnel Officer discussed senior member duty and committee assignments.

Maj Farley presented the 2019 goals and objectives.

Finally, Squadron preparations for the upcoming weekend training exercise were reviewed. TRCS will operate as a remote base and focus on training air and ground crews. The scenario will be a reaction to a severe winter storm.

### **ACTIVITIES AND ACHIEVEMENTS**

During the past holiday period, Maj Farley flew three scanner training missions with Lts Thornell and Diaz and SM Johnson.

Maj Noniewicz flew two missions, one with Lt Sprece and one with SM Johnson.

SMs Johnson and Diaz have qualified as mission scanners.

### **TASMG TOUR**

Twelve Cadets and seven Seniors and family members visited the 1109th Theatre Aviation Sustainment Maintenance Group, Connecticut Army National Guard at Groton Airport on the last day of the year. The unit is responsible for helicopter maintenance in a fourteen state area.

The tour was conducted by Lt Col Stephan Nowakowski. C/A1C Elizabeth Burton was instrumental in arranging the event.



*The Cadets take a break in the cabin of a Blackhawk helicopter: (L-R) Cadets D. Ramsey, Rathbone, Burton, Schantz, Trinidad, and H. Ramsey L. Meier, R. Meier, Boudreau, and Thornell*

Senior members present were Maj Farley, Lts Thornell and M. Kopycienski and SM C. Kopycienski.

Family members who also participated were D., M. and J. Rathbone, W. Meier, P. Boudreau, N. Thorp, and Squadron supporter Alcino Almeida.

Eastern Airlines and a friend of Dodger owner Walter O'Malley.

### **TRCS SUPPORTS NE REGIONAL CADET LEADERSHIP SCHOOL**

The Northeast Region held a Cadet Leadership School at Camp Niantic from December 26 to December 31. Thames River provided transportation and logistics support. Lt Sonia Simpson and SM Charles Johnson transported out-of-state cadets from Bradley Airport to Camp Niantic. On the last day of the program, Maj Roy Bourque joined Simpson and Johnson and drove graduates back to Bradley.

Maj Scott Farley received 18 packages of paper goods and supplies at his home and transferred them to Camp Niantic.



*(Credit: National Air and Space Museum)*

Previously, the Dodgers uses a 24 Seat DC-3 but found its seating capacity inadequate to move the team in one trip. The Dodgers becomes the first major league baseball team to own its own aircraft.

05 Jan., 1903 – Birth of Harold Charles Gatty, whom Charles Lindbergh called the “Prince of Navigators.”

Gatty learned his trade in the maritime service and went on to pioneer many of the techniques used in what was then called “avigation.” He collaborated with Lt. Cmdr. P.V.H. Weems, whose achievements included improved sextants and chronometers, the Mark II plotter and “star altitude curve” tables which simplified the reduction of celestial observations.

The school's navigation students included Charles Lindbergh, Fred Noonan, Amy Johnson, and Curtis LeMay. Weems stated that Gatty “...has done more practical work on celestial navigation than any other person in the world today.”

Among Gatty's contributions to air navigation were the spirit level to provide an artificial horizon for a sextant and the Getty Ground Speed and Drift Indicator.

### **AEROSPACE HISTORY AND CHRONOLOGY**

03 Jan., 1909 – Alec Ogilvie patents the first airspeed indicator to use a pitot tube.



*Ogilvie and Orville Wright. The airspeed indicator is just left of center.*

Ogilvie was the seventh man to gain a Royal Aero Club aviator's certificate and served in the Royal Naval Air Service and the Royal Air Force in World War One, primarily concerned with technical issues.

04 Jan., 1957 – The Brooklyn Dodgers order a new Convair 440 Metropolitan in a special deal with Capt. Eddie Rickenbacker, President of

### *Gatty Ground Speed and Drift Indicator*

*(Credit: National Air and Space Museum)*



In 1931, he and Wiley Post boarded the Lockheed Vega named *Winnie Mae* and set a new round-the-world speed record of 8 days, 15 hours, 15 minutes, the first time the feat had been accomplished by a single-engine monoplane.



*Post, Gatty, and the Winnie Mae*

American humorist and aviation advocate Will Rogers said that Gatty:

*“...can take a one-dollar Ingersoll watch, a Woolworth compass, and a lantern and at 12 o'clock at night he can tell you just how many miles the American farmer is from the poorhouse. He can look at the Northern Star and a Southern Democrat and tell you if Oklahoma will go Republican, or sane. He knows the Moon like a lobbyist knows the Senators.*

06-08 Jan., 1928 – Lt. Christian Schilt, USMC flies a Vought O2U Corsair to bring supplies and evacuate wounded from an ambushed patrol in the village of Quilali, Nicaragua. Members of his squadron dropped engineering supplies to the trapped marines who used them to widen and lengthen the village's main street for use as a runway.



*Painting Source: Lt. Col. Joseph N.M. Berger)*

Schilt then flew 10 trips in, hauling 1,400 pounds of supplies and evacuating 18 wounded Marines.



*Schilt and his Corsair*

His Medal of Honor citations states that he exhibited “almost superhuman skill combined with personal courage of highest order.”



*President Coolidge and Schilt.*

*(Credit: Naval Historical Archives)*

His Medal of Honor is the “Tiffany Cross” version. For the rest of his career, Schilt wore the Medal of Honor ribbon above his naval aviator wings because he considered it the highest of all his honors.

Lt. Gen. Schilt went on to a distinguished career, serving in World War II and Korea, receiving a “tombstone promotion” to General upon retirement after 41 years of service.

7 Jan., 1949 – On January 7, hours before the cease fire which ended hostilities in Israel's War of Independence, an air raid by the Royal Egyptian Air Force (REAF) had set three Israeli trucks on fire. The Royal Air Force (RAF), stationed in the Suez Canal Zone, sent four Spitfires on a reconnaissance mission, one of which was shot down by the Israeli ground forces when the

approached too near the column.



*Top Left: IAI Spit IX  
Top Right RAF Spit XVIII (Credit: RAF Hendon)  
Right: REAF Spit IX (Credit: Clavework Graphics)*



Two Israeli Air Force (IAF) Spitfires, attracted by the smoke, saw the three Spitfires and mistaking them for REAF aircraft attacked. One of the IAF was flown by Canadian volunteer and World War Two ace John McElroy. The second aircraft was piloted by Chalmer “Slick” Goodlin, World War II RCAF fighter pilot and former U.S. Navy test pilot. McElroy shot down two of the RAF Spits and Goodlin accounted for the third.



*Left: McElroy examines prop damage caused by debris from one of his victims. Right: Goodlin in front of an S-199.*

The Dominion did not hold a grudge and McElroy went on to re-enlist in the RCAF and flew the Canadair F-86 Sabre during the Cold War.

Goodlin returned to test pilot duties for Bell Aircraft and flew 26 flights in the Bell XS-1. Later, he became President of the Burnelli Corporation and championed Burnelli's lifting

body concept. Goodlin flew the last CBY-3 back to the United States from south of the border and that aircraft is now being prepared for exhibit at our own New England Air Museum



*CBY-3 fuselage in the NEAM restoration hangar. (Credit: New England Air Museum)*

8 Jan., 1998 – Boeing changes the name of the MD-95 jetliner to the 717 – 200.



The MD-95 design originated as the Douglas DC-9. When McDonnell acquired Douglas, it was rechristened with the “MD” prefix. Boeing then acquired McDonnell-Douglas and changed the name to fill an empty spot in the their 700 series if jet transports.

09 Jan., 1987 – Tourist season and the Dupont Plaza Hotel in San Juan Puerto Rico had almost 1000 guests in residence. Eighteen months earlier, an inspection by the local fire department found to be deficient in emergency exits and malfunctioning safety equipment.

The hotel was involved in a labor dispute with one of the unions representing their employees and three small fires had been set during the preceding week. The union declared a strike, set to start at midnight and three union members started a small fire in a room used to store some new furniture. What was intended to be a small annoyance went out of control and superheated gases flashed over and rapidly spread through the building. Exits were blocked by the flames and people were trapped on the upper floors. Emergency crews

responded.

Sikorsky H-3 Sea King helicopters from Roosevelt Roads Naval Air Station and Coast Guard Aerospatiale HH-65 Dolphins flew in.



*Semper Paratus!  
USCG to the  
rescue.*

*Painting of  
Navy Sea King  
above and  
Hughes 500 on  
the beach.*



A commercial pilot, Charles Pat Walters arrived with his Hughes 500 and the aviators started lifting people off the roof. Walters alone saved 20 but between 96 and 98 died and 140 injuries were recorded.



*Walters lifting people off the roof.*

Aircrews received the Sikorsky "Winged S" rescue award Walters was honored as Helicopter Association of America Pilot of the Year. Unfortunately, Walters was killed five years later when flying a Bell 206B Jet Ranger surveying an oil spill, the helicopter snagged a power line

10 JAN., 1945 – Hollandia, New Guinea--2nd Lt Logan Southfield filed for a proficiency flight in a

Northrop P-61B Black Widow and took off with his radar operator and two army nurses.



*Black Widow awaiting restoration at the Museum of the USAF.*

A short distance from the airfield, the aircraft plowed into a relatively flat area on the slope of Mount Cyclops. All four survived with minor injuries but it took two days to get help to them.



*The Wreckage*

The airframe was lifted out by helicopter in 1989 and is now undergoing restoration at the Mid-Atlantic Air Museum, Reading, Pennsylvania.



*Partially restored Black Widow on display at the Mid-Atlantic Air Museum.*

11 JAN., 1938 – Pan American World Airways Flight 1, a Sikorsky S-42 flying boat named the *Samoan Clipper* explodes over Pago Pago, American Samoa. Legendary aviation, Ed Musick Pan American's Chief Pilot and his entire crew are lost.



SIKORSKY S-42, Landing Clipper IN PAGO PAGO, DECEMBER 1937. THIS PLANE EXPLODED IN FLIGHT NEAR SAMOA JANUARY 11, 1938, KILLING CAPT ED MUSICK AND HIS CREW

*Above: Clipper Samoa anchored in Pago Pago.*

*Right. Musick and R.O.D. Sullivan in the cockpit. Sullivan was not on the fatal flight.*



SIKORSKY S-42 CLIPPER COCKPIT. CAPTAIN ED MUSICK AT LEFT, 1ST OFFICER R.O.D. SULLIVAN AT RIGHT

The aircraft had developed an oil leak shortly after take-off and Musick decided to return to Pago Pago. The aircraft was too heavy for a safe landing in the confined harbor so Musick decided to dump fuel. The cause of the explosion has never been determined but there is some suspicion that jettisoned fuel flowed back along the wing and was ignited by contact with the engines.

12 JAN., 1944 – A Grumman F6F-3 Hellcat suffers engine failure and its pilot, Ens. Robert F. Thomas is forced to ditch 12 miles west of Naval Air Station North Island, California. Thomas survives and goes on to attain ace status in the Pacific War.

On March 17, 1970, the Lockheed research submarine *RV Deep Quest* discovers the wreckage 3,400 feet down and it is subsequently recovered. An M2 machine gun is removed and taken to the Naval Weapons Laboratory at Dahlgren, Virginia where, showing little signs of deterioration, it is cleaned, lubricated and successfully test fired!



*Hellcat Before Restoration*

The aircraft was restored and is now on display at the Museum of Naval Aviation in Pensacola as part of the *CVL Cabot* display.

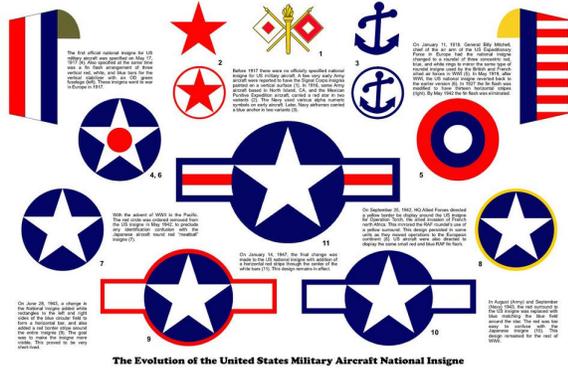


13 JAN., 1887 – Jorge Chavez is born of Peruvian parents in France. After education as an engineer, he learns to fly setting numerous records. In 1910, flying a Bleriot XI, he becomes the first aviator to cross the Alps but it killed when, upon landing, strong winds cause a structural failure.



His last words are “Más alto siempre más alto!” (Higher, always higher!). He is now honored in Peru as the father of their national aviation although he never visited his country of citizenship.

14 JAN., 1947 – The United States military adopted a new national insignia for its aircraft. The standard now consists of a white star centered in a blue circle flanked by white rectangles bisected by a horizontal red stripe, with the entire insignia outlined in blue.



*AT-11 with a glazed bombardier nose. This aircraft was based in Groton and used by Aeromarine Surveys for energy audits and whale patrols.*



*C-45H Expeditor modified and used by Grimes Manufacturing as a testbed for aircraft lights.*

15 JAN., 1937 – First flight of the Beechcraft Model 18 or "Twin Beech." During a 32 year construction span over 9000 will be produced. They served in the military as the C-45 Expeditor utility transport, the A-7 Navigator navigation trainer, the AT-11 Kansan bombing and gunnery trainer and as the Navy's SNB, known humorously as the "Navy Secret Bomber." Civilian versions were executive transports, passenger aircraft, and freight haulers.



*Navy TC-45 Trainer-Note the fire extinguishers ready for the engine start.*



*Brennan & Hargreaves Model 18 with an extended nose to carry extra freight. The aircraft was based at Bradley in Windsor Locks.*



*AT-7B Navigation Trainer-The astro-dome is visible just aft of the cockpit area.*



*Volpar Turboliner flown by Groton based Pilgrim Airlines. A reborn BE18 with nose gear, fancy windows, and turbine engines.*