



Missions for
America

*Semper
vigilans!*

Semper volans!

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

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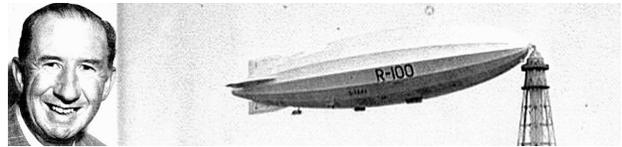
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Issue 13.02

15 January, 2019

SQUADRON CALENDAR

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
22 FEB-TRCS Meeting-P&W Tour
23 FEB-ICS300 Course
24 FEB-ICS400 Course
26 FEB-TRCS Meeting
05 FEB-TRCS Meeting-Staff
12 FEB-TRCS Meeting-Commander's Call
19 FEB-TRCS Meeting
26 FEB-TRCS Meeting
10-17 AUG-Encampment



*It has been said an engineer is a man who can
do for five shillings what any fool can do for a
pound.*

Slide Rule

Nevil Shute Norway, Engineer and Author

CADET MEETING

15 January, 2019

Lt Drost led a character development lesson on the
concept of Integrity.

Lt Col Rocketto used “Magdeburg Hemispheres”
to illustrate an introduction to the concept of
pressure.

SENIOR MEETING

15 January, 2019

SM Johnson presented the monthly safety briefing
covering the dangers inherent in training and the
effects of frost on aircraft take-off performance.

Future training dates were announced.

The performance of TRCS and CTWG in the
weekend training exercise was discussed. A
number of suggestions were made and ideas will
be forwarded to Capt. Steers, the Incident
Commander.

PROMOTIONS AND ACHIEVEMENTS

C/SRA Trotochaud and C/Amn Jeznach completed
Introductory Communications User Training
(ICUT).

SMs Snow and Chebelyon-Dalizu completed
scanner training.

Cadet Colin Higganson earned the Hap Arnold Award and was promoted to C/AIC.



C/SSgt Elizabeth Burton earned the Wright Brothers Award.



Cadet Jack Race earned the Jimmy Doolittle Award and was promoted to C/SMSGt.



OPERATION SNOW HAWK

12 January, 2018

The Connecticut Wing stage a training exercise on Saturday which postulated that a major Nor'Easter had hit southern New England.

The scenario included two missing pleasure crafts, a missing hiker in the Hartford area, and two emergency locator signals, possibly due to aircraft with unclosed flight plans.

Connecticut Emergency Services and Homeland Security, Coast Guard Sector Long Island Sound and the Air Force Rescue Coordinating Center were all agencies requesting assistance.

Over eighty CAPsters were involved. The main mission base was at Hartford's Brainard Field with Groton as a secondary station. Fifteen aircraft were launched from five different airports and three ground teams were dispatched, two from Hartford and one from Groton.

Thames River dispatched one ground team led by Maj Roy Bourque. The team included Lts Thornell and Ceniglio, SM Bradstreet, and Cadets Martin, Trinidad, and Burton.

BRENDAN FLYNN

Ensign Brendan Flynn, USCG has finished the contact phase of the naval aviator helicopter course and is currently enrolled in the basic instrument phase. The training is conducted at NAS Whiting Field about 25 miles northeast of Pensacola.



Former TRCS Cadet Commander and a TH-57 Sea Ranger, a primary trainer for naval aviators.



Cadet Thornell operating an L-Per radio direction finder (Credit: Lt Ceniglio)

Hartford Mission Base informed the ground team of the rough location of an emergency locator transmitter. The radio direction finder indicated an area to the east of Groton and the signal was tracked to the vicinity of Harkness State Park. A line search was organized and the ELT was found near the water tower in the park.

The communications team was lead by Lt

Kopyciensi and Cadets Diaz, Jeznach, Trotochaud and Ramsey. They coordinated air and land activities and conducted ICUT and MRO training.

Lts Spreccace and Diaz and SM Johnson received Mission Staff Assistant training.

The Squadron also flew five air missions. Lt Farley, Lt Col Kinch, and SM Snow were tasked to examine the three Thames River Bridges. Farley's second mission checked out three objects of interest in New London County. His second aircrew consisted of Lt Spreccace and SM Chebelyon-Dalizu. The missions included scanner and observer training and refresher training for qualified aircrew members.

Maj Noniewicz was dispatched to survey the Connecticut River from Long Island Sound to the Massachusetts border paying attention to the condition of bridges, piers, and jetties.

Maj Neilson and Lt Col Bright and SM Johnson examined the AMTRAK tracks, stations, and bridges from the New York Border to Rhode Island. A second flight crewed by Lt Trotochaud and SM Snow engaged in scanner training.

Lt Col Rocketto was assigned to train a public information officer candidate and a mission staff assistant at the Hartford mission base.

Thames River Composite Squadron contributed 25% of the participants in Operation Snow Hawk.

Lombard had been on a nation-wide tour selling war bonds. At her last stop in Indianapolis, Lombard sold 2.5 million dollars worth of bonds in one day, earning the title of Defense Bond Saleslady No. 1.



The crash occurred at night in clear weather. Probable cause was pilot error in establishing the correct course and the blackout of most of the radio beacons due to the war emergency,

Shortly afterwards, Gable joined the Army Air Force and headed a mission in Europe photographing aerial gunners in combat, personally flying on at least five missions.



Gable poses with some politically incorrect nose art.

AEROSPACE HISTORY AND CHRONOLOGY

16 JAN., 1942 – TWA Flight 3, a DC-3, crashed into Potosi Mountain, 30 miles southeast of Las Vegas killing all 22 aboard including actress Carol Lombard, wife of actor Clark Gable.



*CAP Crash on Potosi Mountain
November 8, 2007*

Potosi Mountain claimed two distinguished CAP pilots on November 8, 2007. Col Edwin W. Lewis, Jr, and Col Dion E. DeCamp were flying a new Cessna 182T when they struck the mountain at the 7,200 foot level.

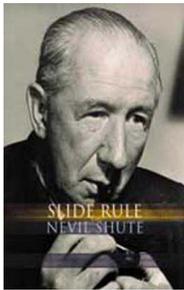
Col Lewis was a former Air Force, California Air Guard, and Pan American Airline pilot was

employed as a research pilot at NASA's Ames Research Center and had logged 28,000 hours.

Col DeCamp was a former Air Force and California Air Guard pilot and a retired American Airlines captain and had logged 27,000 hours.

Both the TWA Flight 3 crash and the CAP crash occurred on a Thursday, a night of the new moon at 7:30 PM

17 Jan., 1889– Nevil Shute Norway, an Oxford trained aeronautical engineer and British novelist who wrote as Nevil Shute is born.



Shute's best known work is the novel On the Beach, made into a movie starring Gregory Peck and Ava Gardner.

Shute's first employment was with De Havilland but soon moved to Vickers where he rose from stress engineer to chief engineer designing the R100 dirigible. In his autobiography, Shute notes that

"My own work in the calculating office led at times to a satisfaction almost amounting to a religious experience. The stress calculations for each transverse frame, for instance, required a laborious mathematical computation by a pair of calculators that lasted for two or three months before a satisfactory and true solution to the forces could be guaranteed.

The R100 made a successful round-trip to Canada but the government developed R101 crashed on its first commercial flight and an embarrassed Air Ministry ordered the R100 scrapped. His autobiography, *Slide Rule* is extremely critical of the British government management of the project.



R100 moored at Cardington. The Graf Zeppelin is visible in the background.

Shute then founded Airspeed Ltd and produced a successful line of aircraft. The King's Flight (UK equivalent of the USAF Special Air Missions Wing), chose the Airspeed Envoy to carry the royal family. The AS.10 Oxford, a military version of the Envoy, served as the basic twin engine training aircraft for the United Kingdom during World War II.



King's Flight Envoy to left and Mk.1 Oxford on display at Duxford above.

Shute's work on the R100 and the development of retractable undercarriages led to appointment as a Fellow of the Royal Aeronautical Society.

Many of Shute's novels involved aeronautical themes. Among them is 1948's *No Highway* in which an aeronautical engineer discovers that a popular airliner is subject to fatigue failure presages the sad story of the De Havilland Comet six years later. The novel was made into the movie, *No Highway in the Sky* with Jimmy Stewart starring as the eccentric genius Theodore Honey.



Jimmy Stewart, a WWII bomber pilot and retired reserve brigadier general playing Dr. Theodore Honey looks worried as he reviews his calculations of the metal fatigue experienced by the Rutland Reindeer.

Shute was disenchanted with the post-war British labour government and in 1948 flew his Percival Proctor to Australia, a two month journey. In 1949, he headed back but a ground loop in Brindisi prematurely ended the flight. Subsequently, he emigrated to Australia and took up car racing.



G-AKIW then VH-DIW, the Proctor which Shute flew from England to Australia.

18 Jan., 1973 – The Fairchild YA-10 was selected over Northrop's YA-9 to be the USAF's next ground attack aircraft. The YA-10 won points on its high mounted engines, less likely to incur foreign object damage on unimproved runways, its ease of maintenance, and its weapons pylons arrangement. Its redundant and widely separated flight controls and engine location which reduced risk from an engine fire were regarded as positive design features.



Winner and Loser

19 Jan., 1946 – First Flight of the Bell X-1. The glide flight was conducted by Bell test pilot Jack Woolams at Pinecastle AFB in Florida. Woolams completed nine more flights before his tragic death while testing a Bell P-39Q he and Tex Johnston had modified for the Thompson Trophy race.



Jack Woolams in the X-1

His place was taken by Chalmers “Slick” Goodlin and the project was moved to North Base, Muroc AFB, California. There Slick flew 17 more glide flights and seven powered flights before the Air Force took the program over from Bell.



Slick Goodlin

Two X-1 aircraft were built and they racked up 157 flights between them. Other notable X-1 pilots were Chuck Yeager, Scott Crossfield, Tex Johnston, Joe Walker, Fred Ascani, Albert Boyd, Frank Everest, and Jack Ridley.

20 Jan., 1938 – Flight Refueling Ltd., a pioneer in the esoteric business of mid-air refueling used an Armstrong Whitworth AW.23 to refuel and Imperial Airways Short Empire flying boat. Imperial was investigating ways to extend the range of flying boats so that they could manage trans-Atlantic journeys with sufficient cargo to make a profit.



Sir Alan Cobham's Flight refueling's looped hose system. The trailing hose from the tanker was grappled by the receiver aircraft.

21 Jan., 1996 – Kaj Birsted goes West. A Dane, Birsted served with the Royal Norwegian Air Force and the Royal Air Force in World War II and became an ace with ten confirmed victories over Luftwaffe aircraft.



Birsted and Horn



The only other Danish ace was Peter Horn who flew for the Finns and the Luftwaffe. He is credited with 10 or 11 victories mostly on the Eastern Front against the Soviet Air Force and was killed on the Eastern Front.

22 Jan., 1914 – Charles Keeney Hamilton goes West. This New Britain, Connecticut native acquired the epithet “Crazy Man of the Air” due to his wild exhibition flying. Hamilton made the first public airplane flight in Connecticut and the first in New England.

He was taught by Glen Curtiss and earned Pilot Certificate #12, flew as a member of Curtiss's stable of exhibition pilots and acquired an aircraft from him. But failing to make royalty payments, Hamilton fell afoul of Curtiss who repossessed the aircraft and won a \$6,513.63 judgement.

Hamilton's aerial exploits might be characterized by a newspaper report from Seattle where his was

the first to fly. On his second flight, he went up drunk and "Swooping like a rapacious bird from a height of 500 feet, the Curtiss biplane, ...dived into the newly formed lake at The Meadows". Hamilton had to be fished out of the lake, but suffered only minor injuries. The site became Boeing Field.

Among his other accomplishments was the first round trip from new York to Philadelphia and back in 11 hours. For this feat, he won a \$10,000 prize offered by the *Philadelphia Ledger*. At the time, the trip was also the longest cross-country flight (172 miles), the longest flight ever made in a 24-hour period, and the first airplane trip ever made on an arranged schedule.



Hamilton with French record setting aviator Hubert Latham. The official report about Latham's death said he was mauled by a wounded Buffalo while hunting in Africa.

Hamilton survived 63 crashes and many a bout with the bottle but almost every photograph of him shows a cigarette in his mouth or in his hand. He died of tuberculosis on January 22, 1914. He was buried in Cedar Hill Cemetery, Hartford, Connecticut on January 26. Those familiar with his short career claimed he had earned a quarter of a million dollars, but he spent it and died almost broke.

A nicely constructed series of still photos is available which follows Hamilton's career flying in man-carrying kites, airships, and aircraft. On photo suggests that he might have been the first to use an airship for advertising. While visiting Japan, he flew a blimp over Tokyo advertising Sapporo Beer. To view the photos, go to:

<https://www.youtube.com/watch?v=sK2QDy35mls>