



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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12 February, 2019

### SQUADRON CALENDAR

19 FEB-TRCS Meeting+Pratt and Whitney Tour  
22 FEB-TRCS Meeting  
23 FEB-Special Olympics-volunteers needed  
23-24 FEB-ICS300 Course & ICS400 Course  
26 FEB-TRCS Meeting-squadron Down Day  
26-27 FEB-CAP Legislative Weekend-  
Washington  
05 FEB-TRCS Meeting-Staff  
12 FEB-TRCS Meeting-Commander's Call  
19 FEB-TRCS Meeting  
26 FEB-TRCS Meeting  
16 MAR-CTWG SAREX  
29-31 MAR-Cadet Competition-Camp Nianti06  
06 APR-CTWG SAREX  
17-19 MAY-USAF Evaluation of CTWG  
15 JUN-Commander's Cup Rocket Contest  
10-17 AUG-CTWG Encampment



*If anybody ever tells you anything about an  
aeroplane which is so bloody complicated you  
can't understand it, take it from me: it's all balls.*

*Advice given to Spitfire test pilot Jeffrey Quill by  
Spitfire designer Reginald Mitchell during the  
trials of the prototype Spitfire.*

### CADET MEETING

&

### SENIOR MEETING

*12 February, 2019*

*Cancelled-Snow Storm*

### MISSIONS & TRAINING

#### Ice Patrol

Maj Farley and Lt Col Kinch flew an eastern sector ice patrol mission on Wednesday, February 6th and reported little ice on the Connecticut and Thames Rivers.

#### National Communications Exercise

Lt Kopycienksi and Lt Trotochaud participated in the national communications exercise on Thursday, February 7th. The scenario postulated a nationwide loss of communications infrastructure with the exception of high frequency (HF) and very high frequency (VHF) radio capabilities.

The Department of Defense used the HF system to contact Connecticut Wing and Wing coordinated

the local squadrons on the VHF net. As might be expected, HF communications were poor but

CTWG was able to pass DoD tasking through to the Rhode Island Wing by VHF.

Connecticut maintained constant intra-state contacts throughout the entire 12 hour exercise. No specific tasking were received from national authorities but the exercise demonstrated the viability of CTWG's internal radio network.

### Pilot Meeting

Majs Neilson, Noniewicz, and Farley attended a four hour certified flight instructor meeting at Meriden-Markham Airport. Discussions involved standards, program improvements, and procedures.

## FIELD TRIP US ARMY AVIATION SUPPORT FACILITY *10 February, 2019*

Nineteen members of Thames River joined approximately 70 other cadets and seniors from CTWG for a tour of the Connecticut Army National Guard's Aviation Support Facility (ASF) at Bradley International Airport. The base primarily supports helicopter operations by units from the 142nd and 104th Aviation Regiments both in-state and on overseas deployments.



Col. Gerald Lukowski greeted CTWG, explained the role of the unit and introduced us to the officers, warrant officers, and non-commissioned officers who would conduct the various tour groups.

The educational and experiential backgrounds of each guide was noted and a presentation was made about the excellent opportunities offered by the Connecticut Guard to youth as young as high school juniors.

The first shop visited maintained hydraulics, rotors, and engines. The ASF does the normal maintenance on its own equipment. If major maintenance is required such as the disassembly and rebuilding of an engine, the work is outsourced to other organizations such as the 1109th Theatre Aviation Maintenance Support Group at Groton.



The operations center was second stop. One important functions of operations is to provide communications between unit aircraft and the command staff.



*Sgt Ruiz explains radio procedures to Lt Thornell*

Cadets all enjoyed the firearms simulation activity. Each cadet was given an opportunity to use a laser equipped M-16 rifle and fire 20 shots at pop-up

targets. Cadets Munzner and Kelly tied in a shoot-off with 19 hits each.



*Munzner and Kelly with Sgt Capeles*

After firearms simulation, the group moved to the workshop which provides structural repair the aluminum components of damaged aircraft.

An allied shop, next on the tour, has the ability to create various components from composites and paint them in an environmentally isolated clean room.



*Specialist Nations explains materials and processes used to create composite parts.*

The last two stations were visits to the hangars housing the CH-47 Chinooks and the UH-60 Blackhawks. Cadets were allowed to board both types of aircraft and learned about their missions and systems from crew members.



*Blackhawk Guardsman Peck explains the intricacies of the rotor head.*

The entire tour was well planned and paced and provided a wealth of information about the mission of the ASF and the opportunities offered by Connecticut's National Guard

Cadets Boudreau, Higganson, Thornell, Wischman, R Meier, L. Meier, Burton, Jeznach, Trinidad, Schaffer, Martin, Munzner, and Kelly were accompanied by seniors Thornell, Meier, M. Kopycienski, C. Kopycienski, Martin, and Rocketto attended the event.

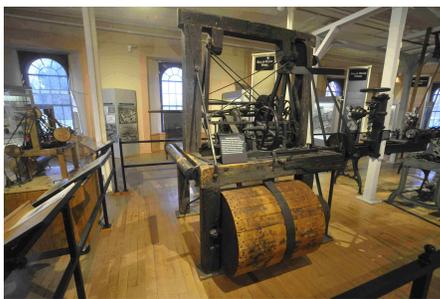
**FIELD TRIP**  
**SPRINGFIELD ARMORY NATIONAL**  
**HISTORIC SITE**  
*10 February 2019*

The Squadron piggy-backed a second activity on top of the ASF visit. Three members, Cadets Martin and Thornell had to return to southeast Connecticut for other activities but the 16 others ate lunch in the vehicles and proceeded to the Springfield Armory National Historic Site in Springfield, Mass.

The Springfield Armory was founded in 1777 and produced weapons for the United States military until closed in 1968. The facilities are now a national park and museum. The concept and development of methods of construction using interchangeable parts and assembly line procedures became known as the American System of Manufacture was the heart of the industrial revolution and adopted all over the world.

From the late 18th century until World War II, the Connecticut River Valley was the “silicon valley” of manufacturing and tool and die making. The valley provided a rich source of water power and was central to a pool of talented Yankee artisans and inventors.

A film on the history of the armory was shown and the cadets were then taken to a section in which some of the machinery developed for the production of firearms were on display. One of the first manufacturing robots, a Blanchard lathe enabled rifle stocks to be produced automatically using a metal pattern which guided cutting blades to cut the final shape of the stock.



*Blanchard Lathe*



*Cadets observe slow motion photography of an M1 rifle's action during firing.*

Cadets then separated into small groups and visited the many firearms displays. These were arranged either chronologically or by type.



*Cadet Boudreau studies details about John Garand*



*Munzner and Batty study the evolution of the Stoner System*

### AEROSPACE HISTORY AND WEEKLY CHRONOLOGY

Feb. 14, 1928 – The first flight of an airliner with a full kitchen. The Short S.8 Calcutta was a tri-motor biplane flying boat.



*Imperial Airways S.8 Calcutta Advertisement*

Feb. 15-27, 1938– Six US Army Air Corps YB-17 Flyng Fortresses made a “good will” tour of South America touching down in Lima, Peru, Santiago, Chile, and Buenos Aires, Argentina. The round trip was recognized as the most meritorious flight of the year and awarded the McKay Trophy. The officer-in-charge was Lt. Col Robert Olds, father of triple ace Robin Olds.

tackling outstripped their marksmanship abilities.



*White House personnel examine the Huey. Note the shot pock marks and holes.*



*2nd Bombardment Group YB-17s*

After six months incarceration, the charges were reduced to "wrongful appropriation and breach of the peace." He was sentenced to a year, reduced to six months for time served and eventually was released after serving two months of hard labor at Fort Riley, Kansas and received a general discharge.

Feb 16, 1956– The only Boeing B-47 Stratojet to serve with the Royal Canadian Air Force arrived at the Canadair factory in Cartierville where it would be modified as a test-bed the Orenda Iroquois engine planned for the Avro Arrow.

*Airport Security Breaches  
February 18, 1969 & 2013*

*1969*



*The Canadians re-designated the B-47B loaned by the USAF as the CF-54. The only place to mount the huge engine was on the aft starboard fuselage.*

The Popular Front for the Liberation of Palestine attack El Al Flight 432 at Zurich Airport. The Boeing 720 with 28 passengers aboard was preparing for take-off when four members of the PLO armed with AK-47s attack. The co-pilot was killed and six passengers are injured. The attackers are unaware that Israel has placed an armed security guard aboard the airliner.

Feb. 17, 1974 – Upset after being washed out of helicopter training for “deficiency in the instrument phase,” Private First Class Robert K. Preston fired up an Army Bell UH-1 Iroquois at Fort Meade, Maryland and flew it to Washington. He hovered over the White House for six minutes and then landed on the south lawn.



*The El Al airliner attacked by the PLO terrorists.*

During his flight, both State Police and the White House protection detail fired at him with sub-machine guns and shotguns. Slightly wounded, he landed and ran but was tackled by a Secret Service agent. The protective details skill in foot racing and

Mordedchai Rahamim, a former member of the Israeli special forces, armed with a .22 caliber Beretta returns fire from the cockpit window and then disembarks using the rear emergency slide exit and continues to engage the terrorists on the ground. He kills the PLO leader and assist the Swiss police in capturing the three surviving

terrorist who are arrested along with Rahamim.

The Swiss police arrived and arrested the three surviving terrorists and Rahamim. Rahamim was charged with deliberate homicide with extenuating circumstances and an illegal act on behalf of a foreign country. He was jailed for a month, released on bail and then acquitted at his trial. During the trial, it was revealed that the terrorists had come from Damascus and used the diplomatic shipping privileges of an Arab country to bring the weapons into Switzerland.

The terrorists were sentenced to twelve years at hard labor but released in a year when the Palestinians hijacked four airliners and demanded their release in return for releasing hostages.

2013

Private First Class Robert Preston's modest "wrongful appropriation" of a Huey in 1974 pales in comparison to the enterprising venture carried out by a gang of eight masked robbers who cut a hole in a fence at Brussels airport. Masked and dressed as policemen and armed with assault rifles, they drove a black Audi and a black Mercedes van, blue lights flashing, to the gate where an Helvetic Airways Fokker 100 was being loaded for a flight to Zurich. In three minutes, they steal 120 small packages containing a total of 50 million dollars worth of mostly uncut diamonds and departed through the same hole through which they had gained entry. The flight was cancelled, the passengers disembarked and the next day, airport authorities installed concrete barriers along the fence.



*The Fokker still parked at its gate.* (Photo Credit: Yves Logghe/Associated Press)

Law enforcement officials suspect inside information enabled the gang to strike during the short 15 minute interval allowed to transfer the diamonds from an armored car to the plane. The knew that an unlocked gate and construction allowed access to a weak fence and how to open the cargo hatch of the Fokker.

In a three nation dragnet, 31 of the usual suspects were arrested in Belgium, Switzerland, and France. Five years later, 18 of those tried were released for lack of evidence. The trial of others of the accused has been delayed since the supposed "master-mind" of the robbery, Marc Bertholdi, is in prison in France charged with a kidnapping.

Feb. 19, 1934 – A Transcontinental & Western Douglas DC-1 makes record coast-to-coast flight, Los Angeles to Newark, N. J., 13 hours, 4 minutes.



*The sole DC-1*

(Photo Credit: San Diego Air and Space Museum)

The Douglas DC series was the answer to Boeing's 247. The 247 was a twin-engine all-metal monoplane with a retractable undercarriage. It was arguably the first modern passenger aircraft. But Boeing made a business decision which spelled *fini* for the future of the 247. United Aircraft and Transport Corporation owned both Boeing and United Airlines. To gain a competitive advantage, Boeing reserved 247 production for United Airlines.

Transcontinental & Western asked five manufacturers to bid for construction of a new

tri-motor airliner which would be competitive with the 247. Donald Douglas was initially reluctant to participate since he saw limited market opportunities. Jack Frye, a Vice President of T&W sent the following letter to Douglas:

TRANSCONTINENTAL & WESTERN AIR, INC.  
10 RICHARDS ROAD  
MUNICIPAL AIRPORT  
KANSAS CITY, MISSOURI

August 2nd,  
19 32

Douglas Aircraft Corporation,  
Clover Field,  
Santa Monica, California.

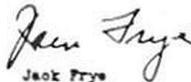
Attention: Mr. Donald Douglas

Dear Mr. Douglas:

Transcontinental & Western Air is interested in purchasing ten or more trimotored transport planes. I am attaching our general performance specifications, covering this equipment and would appreciate your advising whether your Company is interested in this manufacturing job.

If so, approximately how long would it take to turn out the first plane for service tests?

Very truly yours,



Jack Frye  
Vice President  
In Charge of Operations

JF/GS  
Encl.

N.B. Please consider this information confidential and return specifications if you are not interested.

SAVE TIME - USE THE AIR MAIL

*T & W Request to Douglas for a Proposal*

The design Douglas submitted had two motors and all of the positive features of the 247 but the use of controllable pitch propellers allowed the DC-1 to not only meet the high and hot performance specifications demanded by airports which TWA served but also take-off and maintain flight on one engine.

Only one DC-1 was manufactured. TWA sold her and she was passed through a series of European

owners before it was damaged beyond repair during the Spanish Civil War. But the basic design led to the production of 198 DC-2s and the extraordinarily successful DC-3.

Feb. 20, 1996 – Jeffrey Quill goes West. Quill was the Supermarine test pilot who flew every mark of the Spitfire, from the Mk.1 to the Mk. 24 and made countless suggestions to improve the aircraft's flying and fighting capabilities.



Jeffrey Quill (Photo Credit: Birmingham Mail)



*The prototype K5054 displaying her elegant elliptical wing tips.*

*The last version of the Spit, the Mk. 24*



The Mk.1 Spitfire was equipped with a Rolls-Royce Merlin engine producing 1,030 HP. THE Mk. 24 had a 2,050 HP Rolls-Royce Griffon.

The final version of the Spitfire had double the horsepower and double the weight of the original production model.