



Missions for
America

Semper vigilans!

Semper volans!

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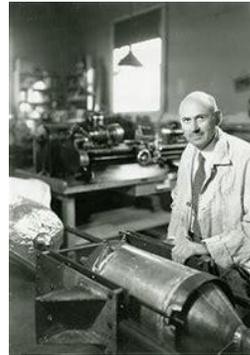
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Issue 13.11

26 March, 2019

SQUADRON CALENDAR

29-31 MAR-Cadet Competition-Camp Niantic
30 MAR-Aircrew meeting in Hartford
30 MAR-CTWG Rifle Safety and Marksmanship
02 APR-TRCS Staff Meeting
06 APR-CTWG SAREX
09 APR-TRCS Commanders's Call-Blues
12-14 APR-Joint NER/MAWG Conference
16 APR-TRCS Meeting
23 APR-TRCS Meeting
27 APR-CTWG Rifle Safety and Marksmanship
30 APR-TRCS Meeting
17-19 MAY-USAF Evaluation of CTWG
26 MAY-Ledyard Memorial Day Parade
15 JUN-Commander's Cup Rocket Contest
22 JUN-CTWG Annual Conference
04 JUL-Groton 4th of July Parade
10-17 AUG-CTWG Encampment



"There can be no thought of finishing, for aiming at the stars, both literally and figuratively, is the work of generations, but no matter how much progress one makes there is always the thrill of just beginning."

Robert Goddard

CADET MEETING

26 March, 2019

Lt. Kopycinski conducted ICUT training.

Lt Col Rocketto offered an astronomy lesson. scaled models of the planets were examined. The models were then taken outside and a scaled model of the planetary orbital radii was paced off by the cadets. Attention was directed to the close orbital tracks of the rocky planets and the distant locations of the gas giants.

SENIOR MEETING

26 March, 2019

Lt Charles Johnson reviewed the Squadron's emergency services training plan and a review of airport/airspace procedures. He concluded with an interactive exercise which posed an operational risk management problem.

Maj Paul Noniewicz briefed the Squadron on the intimate details of the Cessna 182.

PROMOTIONS, AWARDS, & ACHIEVEMENTS

Lt Bradstreet has earned his GTM3 qualification. He is now qualified to train as a Ground Team Leader under GTL Maj Bourque.

Maj Bourque is commended for his steady effort

to build ground and urban direction finding teams within the Squadron's senior and cadet ranks.

The Coastwatcher commends Lt Johnson and Maj Noniewicz for their well organized and instructive briefing on the meeting of the 26th. Regulations which had been forgotten were recalled and the meeting was a most valuable training sessions.

HTMS Chakri Naruebet sails in concert with the USS Kitty Hawk



TRAINING ACTIVITIES

On Saturday, Maj Bourque led a ground team training session. Cadets Rathbone, Schaffer, and Jeznach worked on Familiarization and Prep with Major Bourque. Cadets Thornell, Race, Martin, and Trinidad and Senior member Lt. Thornell worked on their Ground Team 3 training with Lts Kopycienski and Bradstreet.

The ship was equipped with a dozen or so Hawker Siddeley AV-8S Harriers purchased from the Spanish Navy but these were retired in 2006. A small complement of Sikorsky SH-60 Seahawks and MH-60 Knighthawks are still available.

March 28, 1935 – Robert Goddard launches the first successful liquid-fueled guided rocket at Roswell, New Mexico. The A-5 flew vertically to an altitude of 4,800 feet guided by a gyroscopic system.

AEROSPACE HISTORY AND CHRONOLOGY

March, 27, 1997 – The Royal Thai Navy commissions its first aircraft carrier, *HTMS Chakri Naruebet*.



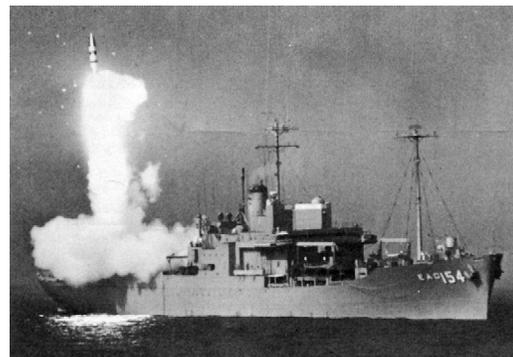
HTMS Chakri Naruebet with a Matador poised in take-off position and Sikorsky Seahawk partially obscured by the island. (Credit: PH# Ales C. Whitte, USN)

The ship is a Spanish designed carrier suitable for VSTOL and helicopter operations. Thailand's financial condition has not allowed the ship to be supported. Although she has contributed to several humanitarian missions, her military utility is limited and she spends most of her time at the wharf.



Robert Goddard with an A Series rocket.

March 29, 1960 - The first fully integrated Fleet Ballistic Missile system test, an A1X test vehicle, is launched from *USS Observation Island (EAG 154)*.



The A1X series were prototypes for the highly successful Polaris submarine launched ballistic missile. They were carried by the original “41 for Freedom” ballistic missile submarines.

March 30, 1934 – First flight of the Sikorsky S-42.



(Credit: PanAm Archives)



(Credit: USN)

The genesis of the S-42 began during the inaugural flight of the S-40 when Igor Sikorsky and Charles Lindbergh discussed a follow-up design. Ten were eventually built, all operated by Pan American Airways.



Sikorsky and Lindbergh aboard an S-40

(Credit: Sikorsky Archives)

Her present whereabouts are unknown. Perhaps The International Group for Historic Aircraft Recovery (TIGHAR) might interrupt its search for Amelia Earhart and chase down the *Brazilian Clipper*.

There are records of a number of other flying boats, mainly PBYs, converted to houseboats. Perhaps the most famous is the Cosmic Muffin, a conversion of Howard Hughes' Boeing 307 and celebrated by Jimmy Buffet's song *Desdemona's Building a Rocketship*.



Cosmic Muffin at Port Everglades

Dave Drimmer, the owner, has donated it to Aerospace Discovery at the Florida Air Museum in Lakeland, Florida and can be viewed there.

Seven of the ten were destroyed in accidents between 1935 and 1935. Two were scrapped and one. The *Brazilian Clipper*, the first acquired by PanAm was purchased by Lemuel Stewart who found it decommissioned at PanAm's old Dinner Key Base in Florida. He purchased it for \$750. After some disassembly, he hauled the fuselage to another site and restored its caulking and paint. Stewart and his family kept some of the interior such as the bunks but installed a kitchen, water heater, shower and tub, closets, and furniture, a \$3,000 investment.

March 31, 1931 – Nationally known Notre Dame football coach Knute Rockne is one of eight killed when a Transcontinental and Western Fokker F-10 crashes near Bazaar, Kansas.

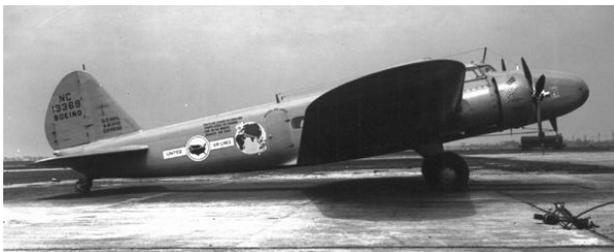


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An investigation revealed that moisture caused failure of the glue and wood bonding of the wing. And the public reaction led to the development of metal construction for commercial aircraft.

The first notable development was Boeing's 247 which first flew two years later. The 247, arguably the first modern airliner, was a twin engine 10 passenger airliner with a all metal monocoque fuselage, retractable landing gear, NACA engine cowlings, controllable pitch propellers, and supercharged engines, capable of flight on one engine.

In 1934, a Boeing 247D flown by Roscoe Turner and Clyde Pangborn placed third over-all and second handicap in the London to Melbourne McRobertson Air Race.



The 247D Entered in the McRoberston Race

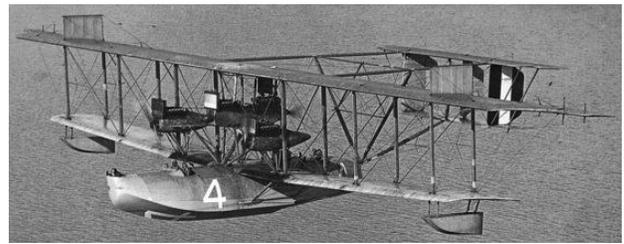
First place was taken by a specially built DeHavilland Comet racer. First handicap was a KLM Douglas DC-2 which flew with passengers over its normally scheduled route!



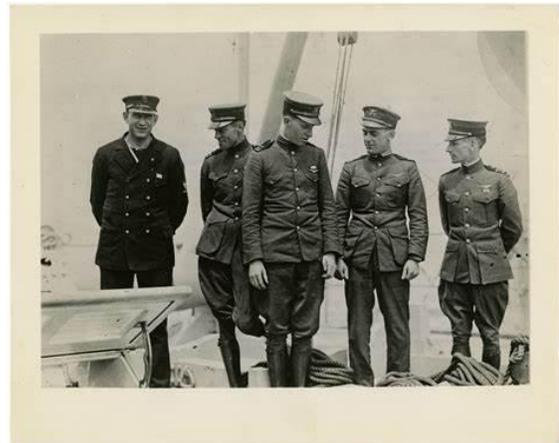
Pangborn and Turner (Credit: National Air and Space Museum)

April 1, 1916 – US Coast Guard Third Lieutenant Elmer F. Stone begins flight training at Naval Air Station Pensacola in Pensacola, Florida. He is the first US Coast Guard aviator.

Stone went on to a notable career. He was one of the pilots of the Curtiss NC-4 which made the first trans-Atlantic flight.



The NC-4 and crew: CMM Eugene S. Rhodes, Lt. James L. Breese, Jr., Lt (j.g.) Walter Hinton, 1st Lt. Elmer F. Stone and Lt. Cmdr. Albert C. Read



For six years, Stone worked to develop catapult and arresting gear equipment for aircraft carriers and promoted airborne maritime search and rescue.

April 2, 1944 – Operation Matterhorn. The US Army Air Force starts a build-up of a heavy bomber force in India and China to attack Japanese bases in South East Asia and the Japanese home islands. The first Boeing B-29 Superfortress lands in Calcutta, India after a 2,700 mile flight from Wichita Kansas via Presque Isle, Gander, New Newfoundland, Marrakech, Morocco, Cairo, Egypt and Karachi.

President Roosevelt, anxious to bomb Japan and desiring to having promised the Kuomintang leader Chiang Kai-Shek heavy bomber support for China's war effort, advocated the Indian and

southern Chinese bases. Army Air Force logistic experts warned that the resupply would require over-taxing the airlift over the Himalayas but the President's wishes carried more weight and the planners went to work.

As the plans developed, Maj. Gen. Curtis LeMay, commanding XX Bomber Command, entered into negotiations with Mao Zedong, leader of the Chinese Communist forces battling the Japanese. Mao desired establishing bases in northern China, which he controlled. He also agreed to assist downed airmen and support weather stations. The northern bases were not established due to logistic issue but the Communists were credited with rescuing many downed B-29 crewmen

Unlike the cooperative Nationalist and Communist Chinese, Maj. Gen. Claire Chennault, Commander of the 14th Air Force argued that resources demanded by XX Bomber Command could be better used by his units. Lt. Gen. Albert Wedemeyer, U.S. commander of the China theatre agreed and cooperation was hampered by political friction.

Multiple problems arose. The B-29 had teething problems. The need to supply fuel and parts to the Superforts over-taxed the Hump airlift.

The C-109, a fuel tanking conversion of the B-24 was used to carry fuel over The Hump. Eight flexible bag fuel tanks were installed inside the fuselage with a 2,900 U.S. gallon capacity. By the end of the war, 218 had been converted and at least 80 were involved in major accidents. Their propensity to explode led to their nickname, C-One-Oh-Boom.



Bases had to be constructed under primitive conditions and Japanese air raids had to be endured.



Chinese hand-labor using picks, shovels, and wheel barrows built the airfields

Matterhorn achieved little in the way of significant strategic results although dropping 800 tons of bombs.



*468th Bombardment Group, XX Bomber Command bombing Rangoon
(Credit: USAAF)*

On the positive side, LeMay learned that combat in the Pacific required a reappraisal of tactics. The teething problems of the B-29 in combat were addressed. The Chinese continued to tie up an enormous amount of Japanese forces as the Kuomintang and Communists girded themselves for the civil war both knew was coming.

Eventually, conquest of the Marianas allowed for the establishment of bases at Saipan, Guam, and Tinian. Matterhorn ended on January 25th, 1945. One wing was shifted to the Marianas. Other aircraft were shifted to India to support Lord Louis Mountbatten, Supreme Allied Commander in South East Asia.