



Missions for
America

Semper vigilans!

Semper volans!

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

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09 April, 2019

SQUADRON CALENDAR

- 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

In This Issue



The only thing that ever really frightened me during the war was the U-Boat peril...It did not take the form of flaring battles and glittering achievements, it manifested itself through statistics, diagrams, and curves unknown to the nation, incomprehensible to the public.

-Winston L.S. Churchill-

CADET MEETING

09 April, 2019

Lt Drost led the cadets in a character development session entitled "Vision and Goals."



Cadets Burton and Trinidad ran the CTWG weekly radio net.

SENIOR MEETING

09 April, 2019

Lt Johnson delivered a safety briefing on hypoxia, its causes, symptoms, and prevention.

Maj Farley discussed issues with the airborne CAP radio system and the latest improvements in the communication operation plans.

The use of the “Shell Card” for aircraft and ground vehicle maintenance was discussed and the Wing instruction sheet studied. A copy will be included the all vehicle handbooks.

PROMOTIONS, SERVICES, AND ACHIEVEMENTS

Promotions



Noah Skile and Zoey Young each received the Curry Award and promoted to Cadet Airman.



Cameron Wischman was promoted to Cadet Chief Master Sergeant and earned the Goddard Achievement ribbon.



Richards at Touch-A-Truck

Lt Joanne Richards met with Niantic's “Touch-a-Truck” organizers in preparation for possible TRCS participation in the event.

Rocketto at the Chaplain's College

Lt Col Rocketto made two presentations to at the Northeast Region's Chaplain's Corps Staff College held at Camp Nett, Niantic. Rocketto briefed the chaplains on the importance of Aerospace Education as one leg of the triad of the congressional mandated CAP missions.

Rocketto's first offering was entitled “The Saga of Igor Sikorsky,” a profusely illustrated review of Sikorsky's life as represented by his technical achievements of large land aircraft, amphibians and flying boats, and helicopters.

The importance of the Aerospace Education Program for Seniors, better known as “the Yeager” was emphasized in the second presentation. The historical, technical, and social history of aerospace was explained by reviewing the sections which form the Yeager test. A handout was provided as a guide to finding the textual material on eServices and locating the required test.

Johnson's Most Excellent Performance

In addition to his duties with air branch at the last SAREX, Lt Charles Johnson qualified as a Mission Staff Assistant.

One duty of a mission staff assistant is to escort visitors which might range from legislators to news reporters to anxious family members seeking news about the status of their relatives. A scenario is proposed and the trainee is asked to demonstrate escort duties. Lt Charles Johnson was commended for his excellent exhibition of savoir-faire and his knowledge, not only about the on-going mission but also about the Civil Air Patrol.

Farley is newest AOB D

Maj Farley earned his Air Operations Branch Director rating.

TRAINING EXERCISE

The CTWG held a training exercise on Saturday, April 6th. The scenario postulated heavy storm damage and flooding. The resources included 75 personnel, four ground teams, four vehicles equipped with radio direction finders, and eight aircraft located at Groton, Hartford, and Danbury.

Aircraft were dispatched to photograph flooded and damaged areas for assessment by FEMA personnel. A hiker was been reported lost in northwest Connecticut and ground teams set out to search probable sites. Other ground teams are tracking emergency locator beacons which have probably been activated by the weather conditions but may be associated with a genuine emergency.

Twelve TRCS members participated: Maj Noniewicz flew out of Groton with Lts Snow and Chebelyon-Dazilu. They photographed two dams and a solar farm and fitted in search pattern training for Lt Snow's mission observer rating.

Maj Farley and Lts Sprece and Johnson worked in Air Ops. Lt Kopycinski served in the commo room.

Maj Bourque led a ground team with Lt Thornell and Cadet Burton.

AEROSPACE HISTORY AND CHRONOLOGY

April 9, 1930 – The English aviatrix and ornithologist Mary Russell, Duchess of Bedford, her personal pilot C. D. Barnard, and mechanic Robert Little established a new record for a flight between England and Cape Town, South Africa. They covered the 9,000 miles in 10 days accumulating 91 flying hours in her Fokker F.VII.



Determining a vector using the L-Per radio direction finder.

Don't look back, Lt Bradstreet! Something might be gaining.



Lt Thornell looking for the Teddy Bears' picnic.



The Duchess named her Fokker, The Spider.

Barnard and the Duchess upon arrival,



The be-gowned Duchess and the Duchess in flying togs.



Cadets Trinidad and Jeznach trained for mission staff assistant duties.

Lt Col Rocketto served as Public Information Officer and mission staff assistant trainers.

Lt Sprece remarked that the exercise was beneficial in "...understanding the flow of information and action between the command staff and field operations and provided an opportunity for personal training as an air operations officer."

The Duchess supported the women's suffrage movement, founded four hospitals, and served as a war-time nurse.

She took up flying at the advanced age of 63 and, soloed a De Havilland DH.60G Moth on the 8th of April, 1930. Two days later, she departed on the record setting flight to Cape Town. During 1934 and 1935, she flew a De Havilland Puss Moth with F/Lt. R. C. Preston to Nigeria and the Western Sahara.

In March of 1937, the 71 year old Duchess departed the family estate, Woburn Abbey in a De Havilland Moth. The aircraft crashed into the sea off Great Yarmouth and her body was not recovered.

Capt. Charles Douglas Barnard had flown with the RAF and was a founder of the Guild of Air Pilots and Air Navigators. During the 1920s he engaged in air racing and flight instruction.



Barnard and his canine co-pilot.

His first record setting long distance flight occurred in 1929 when he and F/O Hebert Elliot Alliot flew the Fokker F.VII from Karachi to England, 5,000 miles, in four and a half days. For the next five years, Barnard continued to set long-distance records, arranged air-shows, and barnstormed. He went West on the 7th of August, 1971

April 11, 1943 – Frank Piasecki flies his PV-2 for the first time, the second successful helicopter in the United States. The PV-2 introduced new features such as dynamically balanced rotor blades, a rigid tail rotor with a tension-torsion pitch changing system and full cyclic and collective pitch control. Piasecki went on to pioneer tandem rotor helicopters and developed a compound helicopter using vectored thrust generated by ducted propellers.



Like Igor Sikorskiy, Piasecki was his own test pilot.

On this same date in 1952, the Piasecki H-21 Workhorse makes its first flight under the aegis of

the USAF. The Army adopted the aircraft and named it the Shawnee. It found employment as an arctic search and rescue aircraft and a troop transporter.



The Air Force named it the Workhorse but it was informally known as the “flying banana.”

In August of 1954, Amblin' Annie, an H-21C makes the first non-stop trans-continental helicopter trip accompanied by a De Havilland of Canada U-1A Otter which accompanied her for in-flight refueling. The 2610 mile flight took 37 hours.



You can see a video of this flight at:
<https://www.youtube.com/watch?v=arXjOmVoVWA>



Amblin' Annie during a refueling.

April 12, 1961 – A Vostok-K rocket launched from Baikonur Cosmodrome carries a Vostok 3KA space capsule into a one orbit, 108 minute flight around the earth. Yuri Gagarin becomes the first human being to orbit the earth. Gargarin ejects prior to touchdown and lands using a personal parachute. But as Hamlet said, “ay, there's the rub!”



Gagarin, the launch, and the capsule on the ground near the city of Engels, Saratov Oblast.



Titov, Comrade Mellow, and Gagarin

Nonetheless, after the landing the “rule Nazis” questioned the honors given Titov and Gargarin. In the special meeting held by the FAI, common sense prevailed and the rules were adjusted for the new realm of flight. Technical achievement trumped the landing method and Gargarin and Titov were accorded the honors for their orbital flights.

The Fédération Aéronautique Internationale (FAI) has, since 1905, establishes the rules and maintains the records for aerospace achievements. For a flight to count as a record, the rules stated that the pilot had to land with his aircraft. The reason being that if a pilot abandons his aircraft, it is because something has gone wrong and the flight has been a failure. Should spaceflight be held to the same criterion? If so, Gagarin's flight was a failure and he would not enter the record books.

The Soviets, coy as usual when it comes to claiming priority, for propaganda purposes, were rather vague about Gagarin's landing and he was recognized as the first human spaceman. But the second Soviet spaceflight, a 25 hour orbit by Gherman Titov was claimed as a duration record and once again, the apparatchik of the Soviet space program were ambiguous about the landing and lay claim to a record. But as John Wayne counseled neophyte actor Michael Caine: “Talk low. Talk slow and don't say too much.”

Interviewed after landing, Titov freely admitted that he had landed using a personal parachute. In Stalin's day, this would have earned him a quick trip to the Lubyanka and a bullet in the back of his head. But Nikita Khrushchev was more mellow than the “Man of Steel” and Titov was made Hero of the Soviet Union and went on to rise to GeneralColonel (a four star equivalent) in the Air Force.

April 13, 1928 – The first non-stop heavier than air flight across the Atlantic was made the hard way, east to west against the prevailing winds. Herman Köhl, Baron Gunther von Hunefeld, and Maj James Fitzmaurice departed Baldonnell Ireland on April 12th and landed on a frozen lake at Greenly Island, Canada after a 33 hour flight.



Köhl, Fizmaurice, and Hunefeld. Hunfeld was blind in his left eye and near-sighted in his right, hence the monocle.

Their aircraft, a Junkers W.33 was slightly damaged but has been restored, owned by the Henry Ford Museum and on display in Bremen, Germany.

The Bremen under repairs on Greeley Island.



Two side-lights: The first west to east trans-Atlantic crossing was made by the British dirigible R34. The voyage occurred three months after the US Navy's NC-4 succeeded in the very first crossing by air and was a round trip, the first two-way crossing!

When word got out that the crew of the *Bremen* was down on in a relatively uninhabited area of Canada, polar pioneer pilots Bernt Balchen and an ill Floyd Bennett headed north in a Ford Trimotor to assist.



Balchen and Bennet at the start of the relief attempt.

Bennett was weakened by injuries sustained in a previous crash in a failed trans-Atlantic attempt flying a Fokker F-VIIb named *America*. He contracted pneumonia and Balchen dropped him off in Quebec for hospitalization. Bennett then flew the remaining eight hours solo to Greeley Island..

Hearing of Bennett's illness, Charles Lindbergh left New York in an open-cockpit Curtiss Falcon and flew through three hours through a storm to deliver serum. The serum was ineffective and Bennett died. Balchen was awarded \$10,000 for his rescue flight which he gave to Bennett's widow.

April 14, 1943 – In the early days of the Battle for the Atlantic Britain was imperiled and facing starvation an ingenious modification performed on tankers and freighters provided air cover for convoys ravaged by the German U-boats, the MAC-ship.

The *MV Empire MacAlpine* enters service as the first British Merchant Aircraft Carrier, or “MAC-ship.” The MAC-ship was a war-time improvisation which the British used to provide aerial support for convoys. No U-boats were ever destroyed by a MAC-ship aircraft but the very presence of aircraft aloft prevented the development of surface attacks.



MV Empire McAndrew in harbor waiting for a convoy to form.

They are outfitted with a full-length flight deck but remain under civilian command and still carry cargos. Nineteen are built and they are outfitted with three or four Fairey Swordfish for anti-submarine patrol. Ultimately, a sufficient number of escort aircraft carriers are available and the MAC-ships are returned to normal trade duties.



MV Gadilla and her brood four Fairey Swordfish.

Six MAC-ships were converted grain carriers. Nine were converted Anglo-Saxon Petroleum Company Rapana-class tankers and four others were new-build tankers designed from scratch as MAC-ships. The grain ships had an elevator and hangar deck at the cost of 30% of their cargo space.

MAC-ships were not commissioned warships and flew the “Red Ensign” of the British merchant service with two exceptions. *MV Gadilla* and *MV Macoma* were Royal Dutch Shell ships crewed by

Dutchmen and operating under Dutch registry. And so *Gadilla* and *Macoma* became the first two aircraft carriers of the Netherlands.

A year or so after the MAC-ships entered service, they were replaced by the more efficient escort aircraft carriers, some converted merchantmen but most purpose built as aircraft carriers, 124 from United States yards.

The new carriers, escort vessels, and long range patrol aircraft from the United States savaged the U-boats. By war's end, U-boat losses totaled 75% of the fleet. Over 250 had been destroyed in the North Atlantic.

Karl Dönitz, Supreme Commander U-boat Forces said that “Our losses have reached an intolerable level. The enemy air force played a decisive role in inflicting these high losses.”

April 15, 1941 – CAMCO, the Central Aircraft Manufacturing Company, a Chinese aircraft company founded by William Pawley signs an agreement with the Chinese government to equip and administer the American Volunteer Group (AVG).

The AVG, authorized by a secret executive order issued by Franklin D. Roosevelt consisted of American mercenary pilots and technicians for service with the Chinese Air Force against the Japanese invaders. They are better known as The Flying Tigers.

William Pawley



Pawley had moved to China in 1933 and was the Curtis-Wright representative. CAMCO was in partnership with the Chinese Nationalist government and operated assembly plants for aircraft in Burma, China, and India moving as the tide of war favored the Japanese invaders.

One Hundred Curtiss Tomahawk IIB aircraft were diverted from a British purchase order to supply the AVG. The Tomahawk was the Curtiss Model H81, a version of the P-40B Warhawk. These were shipped to Rangoon, Burma where CAMCO assembled them forward to the three AVG squadrons. They entered combat 12 days after the Pearl Harbor attack.



P-40B aircraft from the AVG squadron Hell's Angels photographed by Flying Tiger ace Robert T. Smith.

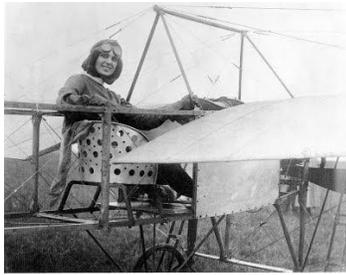
(Credit: San Diego Air and Space Museum)



A Tomahawk in the colors of Robert Neale, leading AVG ace with 15 1/2 kills. Neale was a Navy pilot and the aircraft is on display in the Museum of Naval Aviation, Pensacola. Note the insignia of the “Adam and Eve Squadron and the “gear wheel” roundels of the Chinese Air Force.

April 16, 1912 – Harriet Quimby, flying a borrowed Blériot XI becomes the first woman to fly the English Channel. The flight departed Dover and landed near Calais covering 25 miles in 50 minutes. Little notice was taken. The *RMS Titanic* had sunk the day before.

Quimby aboard her Blériot.



Quimby, the first woman to earn a U.S. pilot's certificate from the Aero Club of America, was a successful theatre critic and screen writer who also wrote extensively about her aerial adventures. She was also one of the first aviators to capture an endorsement from a commercial company, Viz Fiz, a division of Armour Meat Packing, had sponsored Calbraith Perry Rodgers epic 46 day, 70 stop crossing of the United States.



When Rodgers crashed and was killed less than four months after making his historic flight, Quimby became the public face of Vin Fiz. Her flying togs consisted of trousers tucked into high laced boot and a purple satin blouse and some tasteful jewelry.

My kind of girl. She props the plane herself.



Quimby went West on July 1st, 1912 flying in the Third Annual Boston Aviation Meet at Squantum. Aloft in a two seat Blériot XII, the aircraft suddenly pitched down and Quimby and her passenger, William Willard were thrown out and fell to their deaths.

KEN DONO, FRIEND OF THAMES RIVER. REPORTS FROM SUN N' FUN AIRSHOW

Ken Dono is the Sales Manager at Columbia Aircraft Sales which features the Daher-Socata TBM line of very fast single engine turbo-props.

He is also a talented photographer and a collection of his studies of aviation, man-made and natural structures, landscapes and wildlife may be found at <https://www.kendono.com/>. Here are some of his latest pictures from Lakeland, Florida.



Ken, explaining aircraft features to cadets and a TRCS sponsored tour group.

A USAF Viper Team F-16 pulling around a six g load factor.



Ken Koontz demonstrates a unique way to study a runway for foreign objects before landing his Citabria.

The Blue Angels perform a knife-edge pass.



The Geico Skytyper T-6 formation execute a mass break-away.