



Missions
for America

*Semper
vigilans!*

*Semper
volans!*

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Squadron
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Issue 13.15

23 April, 2019

SQUADRON CALENDAR

27 APR-CTWG Rifle Safety and Marksmanship

30 APR-TRCS Meeting

07 MAY-TRCS Meeting-Staff

11 MAY-Saturday Rocket Building

14 MAY-TSRCS Meeting-Commander's Call

17-19 MAY-USAF Evaluation of CTWG

21 MAY-TRCS Meeting

25 MAY-Saturday Rocket Building

26 MAY-Ledyard Memorial Day Parade

28 MAY-TRCS Meeting

15 JUN-Commander's Cup Rocket Contest

22 JUN-CTWG Annual Conference

04 JUL-Groton 4th of July Parade

10-17 AUG-CTWG Encampment

*Pablo Picasso paints a
25X11 foot mural sized
canvas memorializing the
Condor Legion's carpet
bombing of Guernica
during the Spanish Civil
War.*



*Bombed-out Ruins of
Guernica*

While Picasso was living in Nazi-occupied Paris during World War II, one German officer allegedly asked him, upon seeing a photo of (the painting) Guernica in his apartment, "Did you do that?" Picasso responded, "No, you did."

CADET MEETING

23 April, 2019

Cadet Trotochaud briefed the cadet squadron on hydration.

Cadet Aero Space Education Officer's weekly current events briefing covered the recent flight of the Cygnus supply capsule to the International Space Station.

Sgt Amber Baker, a recruiter explained the opportunities offered by the Connecticut National Air Guard.



Sgt Baker reviewed application procedures, requirements to enter the service, basic training, technical training, attendance commitment, pay, and the benefits of a free college education at a Connecticut State university or community college.

SENIOR MEETING

23 April, 2019

Submitted by

Lt Adam Spreccace

Lt Johnson led a group discussion on what is needed to support emergency services for a hypothetical weather event.

Participants split into two groups and considered resource management, implementation of resources, and assigning priorities mission elements.

ROCKET BUILDING

20 April, 2019

Maj Roy Bourque, TRCS AEO (Cadets) organized a small group to build rockets on Saturday. Lts Kopycienski and Cantwell assisted Cadets Burton, Trinidad, and Alexander in their efforts. Lt Col Rocketto showed up to inventory the rocketry supplies, take photographs, and eat a doughnut.



Cadet Alexander and Maj Bourque pack a parachute.



Cadet Burton and Lt Kopycienski, in the tradition of "Wax on! Wax off! just keep on sanding."

Lt Cantwell and Cadet Trinidad apply glue to a tail fin.



EASTER BUNNY BREAKFAST

20 April, 2019



The Connecticut National Guard hosted a "Breakfast with the Easter Bunny" for CTNG families at the State Armory on Saturday. Cadets Jack Race and Rhys Thornell and Lt Jennifer Thornell assisted with the rain drenched parking detail. (Photo J. Thornell)

ACHIEVEMENTS AND SPECIAL ACTIVITIES

Lt Col deAndrade is now a Captain

Lt Col John deAndrade commanded his first flight as a Delta Airlines Captain on the LaGuardia-Houston run.



The Airbus A220, the re-branded Bombardier CS100., which deAndrade flew (N8102DU shown below) can carry 108 happy passengers and their impedimenta whereas his former command, the U.S. Air Force North American-Rockwell B-1B Lancer, re-branded "The Bone" by anyone in the know carries 125,000 pounds of unhappiness for our national enemies





“And like no other sculpture in the history of art, the dead engine and dead airframe come to life at the touch of a human hand, and join their life with the pilot's own.”

*-Richard Bach-
A Gift of Wings*

Kopycienski's Visit NEAM

Cadets Burton and Rathbone and SM Clara Kopycienski and Lt Kopycienski spent some time at the New England Air Museum last week. They were particularly impressed with the Civil Air Patrol exhibit and the historical artifacts illustrating Connecticut's contributions to aerospace.



The Kopycienski group stand in front of the Kaman K-16B. The aircraft is a conversion of a Grumman Goose and equipped with tilt wings. Used in wind tunnel and tethered testing, the K-16B never flew free. The aircraft in the background is a Douglas F4D-1 Skyray, delta wing interceptor.

WJF BROADCAST

23 April, 2019

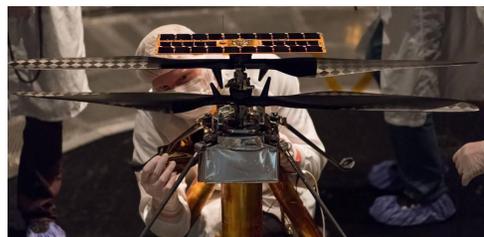
Lt Spreace and Lt Col Rocketto were interviewed by Lee Elci on his morning radio show. Mr. Elci asked a number of questions about CAP's mission and programs and accepted two telephone calls from listeners. Recruiting Officer Lt Col Bright was also present and noted the interest expressed by the viewers.



The Usual Suspects (photo credit: Bruce Flax)

CURRENT EVENTS

NASA is planning to fly a helicopter on Mars in February, 2021. The testing of the four pound aircraft is near completion. They used a 25 foot wide vacuum chamber filled with carbon dioxide at the pressure and density found on Mar for the flight tests. Mar's gravity, about 2/3G was simulated by attaching a motorized lanyard to the top of the vehicle and providing sufficient upward force to cancel 1/3 of Earth's gravity.



(Photo Credit: NASA)

The helicopter will be paired with the Mars 2020 Rover which will conduct studies of the geology and environment of the Red Planet.

AEROSPACE HISTORY AND CHRONOLOGY

April 24th was a bad date for the Soviet space program in 1967 and 1971.

In 1967, Cosmonaut-Engineer Vladimir Komarov becomes the first person to die during a space mission. Previous to the flight the Cosmonaut Corps had complained about major problems with the capsule but engineering hubris and political pressures trumped prudence.



Before launch, Komarov had a premonition of his death. The back-up pilot was his comrade Yuri Gagarin, first man in space, and according to testimony from Venyamin Russayev, a close friend, Komarov said that “If I don't make the flight, they'll send the backup pilot instead. That's Yuri, and he'll die instead of me. We've got to take care of him!”



Gagarin and Titov enjoyed hunting together.

During the flight, the solar panels failed to fully deploy, communications were disrupted or lost and control of the spacecraft's orientation was

compromised and the retro-rockets needed for the soft landing could not be properly positioned.

Upon re-entry, the spacecraft was tumbling and the drogue chute failed to pull the main parachute out of its container. The reserve chute deployed and tangled with the shrouds of the drogue and the descent module. When the descent module struck the earth at 400 mph, it collapsed and the impact triggered the retro-rockets which had been designed to cushion the parachute landing. A fierce fire erupted and when Komarov's body was recovered, only a fragment of heel bone could be identified

An open casket funeral was held and the charred remains displayed so that those responsible would be forced to view the consequences of their malfeasance.

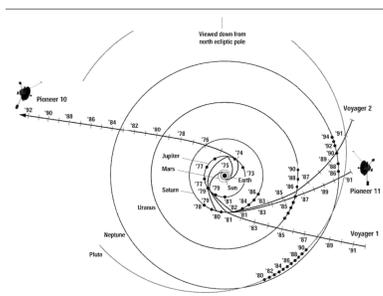
Four year later, in 1971, Soyuz 10 failed to dock with Salyut 1, the first space station. The docking maneuver failed to secure a “hard lock” and a faulty hatch on the Soyuz prevented entrance to the Salyut. The three cosmonauts, Vladimir Shatalov, Alekseir Yeliseyev, and Nikolai Rukavishnikov successfully returned to earth.



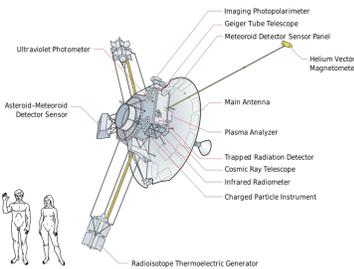
Soyuz 10 crewmen (front to rear) Rukavishnikov, Shatalov, and Yeliseyev

April 25, 1983 – Pioneer 10 flies past the orbit of Pluto. The spacecraft has been traveling for 11 years, had transversed the asteroid belt and was the first to make direct observations of Jupiter's surface and magnetic fields. Pioneer 10 continued outbound returning novel data about the solar

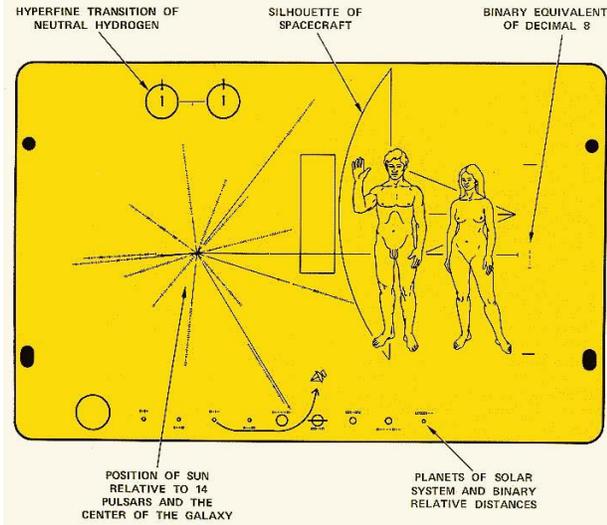
wind, micro-meteoroids, the gases and magnetic fields in the outermost regions of the solar system.



A map of the first four research satellite to achieved coast into interstellar space.



Scaled diagram of Pioneer 10 and a picture of the gold plaque attached to it which conveys information about earth.



In January of 2003, 35 years after launch, her plutonium-238 power source had decayed to the point that insufficient energy was available to maintain contact with the earth. Pioneer 10 is now coasting towards Aldebaran in the constellation Taurus, 68 light years with an estimated time of arrival in two million years!

April 26, 1937 – A force of dozens of German and Italian bombers flying for the Nationalists during the Spanish Civil War carpet-bombed the Basque town of Guernica. Most believe that this was a deliberate experiment by the Nazis to determine the effect of mass bombing of civilians. The death toll was between 150 and 1,700 depending upon the political agenda of whom is doing the reporting but post-war analysis indicates 300 died.



He-111 carrying Spanish Nationalist and Condor Legion markings-Note the unusual ventral hatch-mounted machine gun.
(Credit: Granger Collection)

The raid was ordered by Nationalists but carried out under the command of Oberstlieutenant Wolfram Friherr von Richthofen using units of the “volunteers” of the Condor Legion and the Italian Aviazione Legionaria. They flew a mix of aircraft including the Dornier 17, Junkers 52, Heinkel 111, and the Savoia-Marchetti SM.79. About 48,000 pounds of high explosive and incendiaries were dropped and blast and fire destroyed a substantial part of the town.

International outrage followed. The fear of aerial attacks on cities was intensified, justified in the light of the future conduct of bombing campaigns in World War II. An unexpected result of the raid was Pablo Picasso's painting, *Guernica*, which is an icon of anti-war art.



record the flight.

April 27, 1913 – Robert G. Fowler makes first flight across the Isthmus of Panama. Technically this is the first non-stop flight from the Pacific coast to the Atlantic coast. Transcontinental flight the easy way, 52 miles in one hour and forty-five minutes!



Fowler and his aircraft. The plane is on display at the Udvar-Hazy Annex of the National Air and Space Museum.



During the previous year, Fowler had been the second man to fly a transcontinental flight across the the United States, beaten by Calbraith Rogers. But unlike Rogers, he had done it on a west to east transit which required 66 stops in 116 days. At one point, after landing in the New Mexico desert, the ground proved too rough for a take-off so they, they launched his Wright Model B by mounting it on a railroad hand car. The aircraft engine supplied the motive power and the tracks provided a smooth runway.

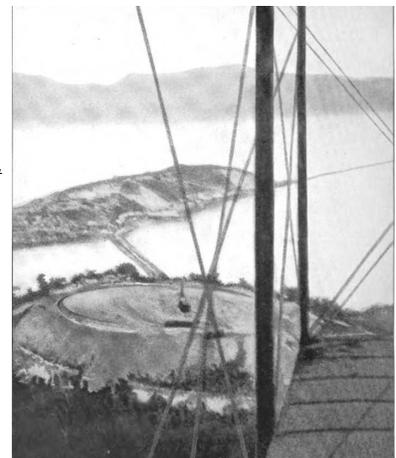
The direction flown, from Cristobal to Panama City is interesting. Due to the topographical “kink” in the isthmus, Fowler's direction of flight was from east to west along the route of the Panama Canal. His aircraft was a Gage-McClay biplane equipped with floats. A passenger, Ray Duhem, operated a motion picture camera to



The Steve Remington painting of Fowler and Duhem over the Culebra Cut, one of the most formidable engineering feats in history.

After the publication of Duhem's photographs in a magazine article entitled “Can the Panama Canal be Destroyed from the Air” warrants were issued for both he and Fowler and the magazine principals. They were charged with violating a newly passed regulation making it illegal "for a civilian to take or publish photographs of any fortification, whether complete or in process of construction."

*One of the photographs that got Fowler and Duhem in dultch with the authorities.
(Credit: Ray Duhem)*



Their defense was that they had been given prior permission by Col. George Goethals, Chief Engineer of the canal project. The wheels of justice ground slow and 11 months later, a grand

jury refused to review the case and it was dropped due to insufficient evidence. Arguably, this was the first time anyone had been charged with aerial espionage.

April 28, 1948 – The *USS Coral Sea* launched two Lockheed P2V-3C Neptune bombers using jet assisted take-off. The modified Neptunes were capable of carrying a nuclear weapon and were the Navy's make-shift attempt to challenge the strategic bombing capabilities of the USAF and get a piece of the monies appropriated for the coveted nuclear mission.



Neptune departing USS Coral Sea

Standard Neptunes had been stripped of anything regarded as superfluous and capable of causing drag. Fuel capacity was increased from 2,350 gallons to 4,120 gallons. The fuel carried would outlast the engine oil so an extra 38 gallon oil tank was installed which doubled as the navigator's seat.



USS Franklin D. Roosevelt enveloped in the exhaust from the jet assisted units needed to get a Neptune aloft.
(Credits: U.S. Navy)

After completing its mission, the aircraft would not return to the carrier but seek out a friendly land base or ditch. Over 100 arrested landings were conducted to test the feasibility of returning to the ship but after examination, fuselage stretching was discovered and the idea of using a tail hook discarded.



The Hook!

The first pilot launched, Commander Thomas D. Davies, had two years earlier, commanded the Neptune named *Truculent Turtle* on its record setting flight from Perth, Australia to Columbus, Ohio.

April 29, 2013 – SpaceShipTwo, *VSS Enterprise*, a commercial spacecraft owned by Virgin Galactic makes its first powered flight. Air launched at 48,000 feet from her mother-ship White Knight Two, a 16 second engine burn takes it to Mach 1.2 and 55,000 feet.





*Enterprise mounted for launch of White Knight.
(Photo Credits: Virgin Galactic)*

After a ten minute flight Scaled Composites test pilots Mark Stucky and Mike Alsbury glided to a landing at the Mojave Air and Space Port.

April 30, 1926 – Bessie Coleman goes West.



Coleman was a pioneer aviatrix and the first African-American woman to earn a pilot's certificate. In 1921, she learned to fly in France and returned to the United States as a barnstormer and airshow performer.

HERE SOON!

Aviatrix Bessie Coleman

In Person and on the Screen with 2000 Feet of Film Showing her Flights in Europe and America.
Read the Following Facts About the Dashing and Daring Girl who Flirts with Death in Her Airplane.

She is a Ranch Girl.
Born in Texas.
She weighs 130 lbs.

She is a graduate of the French School of Aviation at Paris, France.

She is the only woman in the world that handles a 22 horsepower German Benz Plane and she flew over the palace of the Ex. Kaiser, in Berlin, Germany, with a Pathe Camera Man.

She is the only woman in the world holding an international Pilots license, enabling her to make flights in any country.



The Governor of Ohio and Mayor of Columbus Writes Miss Coleman Letters of Welcome

GOVERNOR'S LETTER
STATE OF OHIO
EXECUTIVE DEPARTMENT
COLUMBUS

In 1934, she and her mechanic and promoter, William Wills, took off in a Curtiss Jenny to prepare for an airshow in Jacksonville, Florida. She was not wearing a seat belt because she needed to look over the edge of the cockpit to study the terrain for a planned parachute jump. At some point in the flight, the airplane dove and then spun. Coleman was pitched out of the cockpit and fell to her death. Wills died in the ensuing crash. A loose wrench in the cockpit may have jammed the controls.

Her death was eerily similar to that of another great pilot, Harriet Quimby. In 1912, Quimby was flying with an event promoter, William Willard. During her flight, the aircraft pitched forward and threw Quimby and Willard out and both fell to their deaths in Boston Harbor. The circumstances of the accidents and the almost identical names of the passengers are coincidental but eerily similar.