

## FLYNN EARNS WINGS OF GOLD

*Number One in Class*



Missions  
for America

*Semper  
vigilans!*

*Semper  
volans!*



Former TRCS Cadet Commander Lt jg Brendan Flynn has graduated from naval aviator training and will be posted to USCG Station Cape Cod to fly the Sikorsky HH-60 Jayhawk.

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

<http://ct075.org>

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30 April, 2019

### SQUADRON CALENDAR

5-6 MAY-NOAA Hurricane Awareness-Quonset

07 MAY-TRCS Meeting-Staff

11 MAY-Saturday Rocket Building

14 MAY-TRCS Meeting-Commander's Call  
Mitchell Ceremony

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

Brendan graduated on the Commodore's List with Distinction and recognized for sustained outstanding performance in the Flight Training Program. The only Coast Guard aviator in the class of Navy and Marine officers, he graduated at the top of the training squadron.



*Next Assignment  
The Cape!*

While at TRCS, Brendan earned the Mitchell Award and attained his FAA Private Pilot Certificate under the tutelage of LtCol John deAndrade, CFI and LtCol Stephen Rocketto, AGI. He also logged time in Augie Gorreck's PT-17 Stearman out of Skylark Airpark.



*John deAndrade  
attended  
graduation  
ceremonies held  
at NAS  
Pensacola.*

## CADET MEETING

30 April, 2019

Lt Col Rocketto made two presentations. The first one highlighted the military achievements of some of our former cadets: Erik Nelson, USAFA and B-52 aircraft commander, George Abbiati, USAF and E-3 Air Battle Manager, Brendan Flynn, USCGA, HH-60 training, and Daniel Hollingsworth, C/3C, US Military Academy.

The second presentation was a history of the Flying Yankees, the 103rd Air Lift Wing from 1917 to the present.

## CTWG RIFLE SAFETY AND MARKSMANSHIP CLINIC

27 April, 2019

Fifty five cadets from six squadrons attended the second session of the 2019 schedule.



*Coaches Kohanski and Riccio are using scopes to analyze group patterns. Coach Wujtewicz is observing the shooter's position. Coach Planeta reels out a target while Coach Gurchik kneels to adjust a position.*

Fifteen were from Thames River. Cadets Thornell, Martin, Schantz, Race and Minter qualified for the Marksman 1st Class medal. Cadets Burton, Alexander and Skiles qualified as Pro-Marksman. Also attending were Cadet Hayes, Young, Kelly, Schaffer, and Higginson.



*Cadet Minter takes aim and Cadet Alexander listens to advice from Coach Planeta.*

## SENIOR MEETING

30 April, 2019

Lt Col Doucette provided instruction on crew responsibilities as an Airborne Photographer.

Lt Pineau led training for Mission Staff Assistant qualifications.

## ETA AQUARID WEEKEND METEOR SHOWER

If the weather is good, the Eta Aquarid meteor shower will be visible Saturday and Sunday nights. Observers can expect to see about 20 per hour. The shower is formed by debris from Halley's Comet.

The new moon will provide dark skies. The best time to observe is sometimes between midnight and dawn.

## CURRENT EVENTS

*Send me a 16 inch pepperoni pizza and make it quick!*

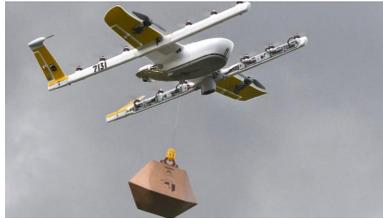
The FAA has granted a Part 135 operating certificate allowing the delivery of goods by unmanned aircraft. The company, Wing Aviation, LLC is a subsidiary of Google which is owned by Alphabet, Inc.

The company will start commercial package deliveries in Southwest Virginia around the communities of Blacksburg and Christianburg. Customers will use a cell phone app to order items from selected business with a 30 minute delivery time.

The deliveries are restricted to daylight hours and a drone operator can run up to five aircraft at a time. The merchandise is loaded into a container which is attached to the drone by tether. When the drone arrives at the delivery point, the package is lowered to the ground.



*In flight and in the hover  
Mode lowering a  
tethered package.*  
(Photo Credit: Wing Aviation)



Waivers have been issued to allow flight outside of visual range and over houses at or below 400 feet. This should not bother the errant Part 135 charter pilot running scud unless the ceiling is really low.

The system has been operating in rural Australia for six years and is commencing operations in Finland. In September, burritos were delivered to students at Virginia Tech. *The Coastwatcher* has an unconfirmed report that the order for an accompany keg was denied.

Civil food delivery by air is not unknown. New England Airlines totes pizza and Chinese food out to Block Island on demand but the chow is in the custody of an onboard pilot. But the “shelf-life” of a hot meal demands quick delivery.

The drone used weighs 11 pounds and can lift a payload of just over three pounds. So don't try to order a large order of wings and a six pack because the vehicle does not have the lifting power.

The legal community must be licking its chops at the suits which are inevitable. Control is lost and a drone drops on a lawn and a child's fingers meet the whirling rotors. Noise may be a problem. A neighbor might not be amused by the hovering delivery craft. But on the other hand, the system, within its limits, may be cheaper than surface delivery and more efficient and just as safe.

## AEROSPACE HISTORY AND CHRONOLOGY

May 1, 2010 – Paul Rudolf 'Rudy' Opitz goes West. Opitz taught himself to fly in 1932 in a home-brewed glider and became a highly regarded competitive glider pilot. Drafted in 1939, Opitz became the Luftwaffe's lead glider instructor. His only combat experience was as one of the pilots of a DFS 230 in the brilliantly executed glider assault on Belgium's Fort Eben Emael



*DFS 230 on tow  
with a Ju-87 in the  
background* (Credit:  
Bundesarchiv)

Afterwards, he became Chief Test Pilot for the Me-110 Zerströrer and the rocket powered Me-163 Komet.



*Rudy instrumented and  
climbing into an Me-163*

When the war ended, he was brought to the United States under the auspices of Project Paperclip, a government program to place German technical specialists into cold war research and development projects. Rudy ended up as a test pilot at the Aeronautical Research and Development Center at Wright-Patterson AFB.

In 1955, Rudy became a U.S. citizen and in 1956 left his position at Wright-Patterson AFB to join Stratford, Connecticut's Lycoming Company to flight test turbine aircraft. After retirement, he became actively involved in general aviation as glider instructor and FAA Pilot Examiner.



*Rudy and one of the Nutmeg Glider Club's students.*

Rudy's was an honorary member of the Society of Experimental Test Pilots, an inductee into the Soaring Hall of Fame and a member of The Anciente and Secret Order of Quiet Birdmen.

May 2, 1968 – Edwin Charles “Ted” Parsons goes West, the last surviving ace of the Lafayette Escadrille.



A native of Holyoke, Massachusetts, he learned to fly in 1912 and soon found a position in revolution-torn Mexico as an instructor for Pancho Villa who hoped to train some of his men as pilots. The lack of mechanical sophistication of Parson's students soon brought an end to the project and Villa's small air fleet ended up crewed by American mercenaries which included Parsons. He flew a Curtiss D and allegedly carried out a number of bombing raids on the Federalistas. Villa's 1916 raid on Columbus, New Mexico and the internecine strife among the Mexican revolutionaries led to his departure north.

Seeking further adventure, he went to France and volunteered as an ambulance driver but soon enlisted in the Foreign Legion and flew with the Lafayette Escadrille in which he achieved “Ace” status, credited with eight aerial victories. The connections he made with other American aviators led to his next career, the cinema.

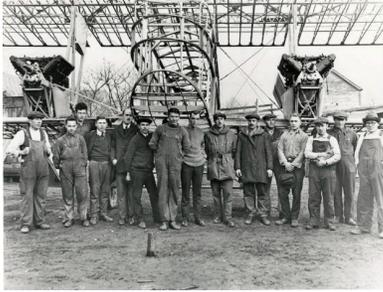


*Parsons with an Escadrille 124 aircraft.*

One of his squadron mates introduced him to another WWI Ace, William Wellman, a movie director. Parsons worked with Wellman on *Wings* which in the first Academy Awards ceremony was lauded as one of the two best pictures of the year. He also worked on Howard Hughes's epic *Hell's Angels* and had a ten year career in the movie industry. During that time he also wrote a book, some magazine articles and had a radio program.

In 1934, he joined the Naval Reserves, instructed at Pensacola and in World War II saw combat in the Pacific. He earned the Bronze Star and ended the war as a rear admiral. Parsons was one of the 598 members of the Early Birds of Aviation, an organization whose membership was restricted to those who had flown prior to December 17, 1916. In 1961, the French government awarded him the *Légion d'honneur*. He also held the *Médaille militaire* and the *Croix de Guerre*.

May 3, 1923 – The Sikorsky Aero Engineering Corporation established its first factory on a chicken farm owned by Victor Utgoff, one of the coterie of Russian's who fled the Bolsheviki. The factory's sole project was the S-29A, Sikorsky's first American product. The work crew were fellow immigrants. Severely handicapped by lack of funds, much of the aircraft was constructed from parts scrounged from junk yards.



*Framework of the S-29A at Utgoff's farm.*

Cold weather slowed the work. The laborers were unpaid. The few stock certificates sold was used to buy food. But a sugar daddy in the person of famed musical composer Sergei Rachmaninoff appeared and wrote a \$5,000 check. The money allowed the workers to move the production to a rented hangar at Roosevelt Field.



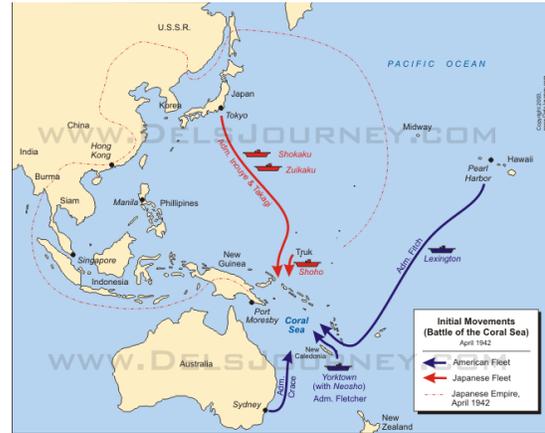
*The Roosevelt Field facility in 1926 and the S-29A.*  
(Credits: Sikorsky Archives)



The S-29A was eventually sold and used, used as a transport. Its last owner, the irrepressible Roscoe Turner offered it to be used to play the part of a Gotha Bomber in the Howard Hughes movie, *Hell's Angels*. It crashed during filming and was written off.

May 4-8, 1942 – For the first time a sea battle is fought without any of the opposing ships directly engage each other. The US Navy and the Imperial Japanese Navy. The Japanese plan to land invasion forces in Port Moresby, New Guinea and Tulagi in the Solomon Islands. A U.S.fleet centered around the USS *Enterprise* and the *USS Yorktown* with

128 aircraft. The Japanese committed two fleet carriers, *Shōkaku* and *Zuikaku* and the light carrier *Shōhō* and 127 aircraft.



The two fleets came under observation by each others scouting aircraft and a four day battle commenced. The *USS Enterprise* was so badly damaged that it was scuttled and *Yorktown* suffered heavy battle damage. *Shōkaku* was badly damaged and *Zuikaku* lost so many aircraft and crews that it was rendered ineffective. *Shōhō* was sunk.

*Crew abandoning the Enterprise. Note the destroyer along-side obscured in the smoke.*



*(Photo Credits: National Archive)*



*Shoho takes a bomb hit. One of the attacking aircraft is visible in the upper left portion of the frame.*

Although the United States lost more tonnage, the battle was regarded as a strategic victory. The Japanese attack on New Guinea had been blunted. More important, the damage to the Japanese fleet carriers and their air groups kept them from joining their four sister carriers in the attack on

Midway, The heavily damaged *Yorktown* underwent a remarkable two week refit at Pearl Harbor and joined the *Enterprise* and *Hornet* in time for the battle, somewhat evened the odds and contributed to the decisive battle which turned the tide in the Pacific.

May, 1948 – McDonnell's FH Phantom entered service aboard the USS Saipan. The Phantom was a twin-jet fighter whose first flight was near the end of World War II. It was the first jet-powered aircraft to land on an American aircraft carrier and the first jet accepted by the USMC. Only 62 were built.



*Phantoms on-board USS Saipan.*

The Phantom was flown by an unusual Navy demonstration team, the Gray Angels composed of three naval aviators holding the rank of Rear Admiral: Daniel V. Gallery, Apollo Soucek, and Edgar A Cruise. At that time, the recently formed Blue Angels were flying the piston powered Grumman F8F Bearcat. They disbanded under a cloud in 1947 after their poorly timed arrival at the Cleveland Air Show almost caused a mid-air collision

*The Gray Eagles:  
Cruise, Gallery  
and Soucek  
(Photo Credits: US Navy)*



However, stars on your epaulettes can be a protective barrier against accident investigation boards but no against administrative policy makers.

Gallery, who commanded the anti-submarine task group which captured the U-505. Later, he was

part of the “Revolt of the Admirals” which protested plans to eliminate naval aviation, merge the USMC into the Army, and eliminate the offense power of the Navy. The Secretary of Defense was not amused and he almost faced a court-martial. It did not help his career and he retired as a rear admiral.

Early in his career, Soucek was a record-setting test pilot. His last posting was a Chief of the Bureau of Aeronautics and he retired as a vice admiral. Cruise, who earned the Navy Cross in the Solomons campaign retired as a vice admiral.

May 6, 1968 – The Bell Aerospace Lunar Landing Research Vehicle, better known as the “Flying Bedstead” was a reaction-controlled vehicle used to train pilots for lunar landings.



On April 6th, Neil Armstrong was practicing in LLRV No. 1 when one of the engines failed and the bottom dropped out of his grocery basket. Armstrong ejected and made a four second parachute descent.



This was the second time he had to “hit the silk.” During the Korean War, while on a strafing run, he hit an object, probably a cable strung across a valley to discourage strafers. He lost part of his wing, made it back to a safe area, ejected, and was rescued. Go to *You Tube* for pictures of the ejection.

May 7, 1910 – The Antoinette Company builds a simulator at Mourmelon air school for pilots to practice manipulating the controls of an Antoinette monoplane.

The student is seated in the top half-section of a barrel. Instructors are able to vary the roll and pitch and the student attempts to return to “level flight” by lining up a reference bar with the horizon.



James Norman Hall, one of the co-authors of *Mutiny on the Bounty* relates that when training in France they used the Breese Penguin. The Penguin had the general configuration of an airplane but was incapable of flight. Students drove them around the field practicing control movements.



During World War II, the Link Trainer was used to train pilots to fly on instruments. The student was enclosed in a cockpit with no external view. The challenge was to fly a number of maneuvers and “cross-country” which was outlined in a syllabus. An instructor on the outside could monitor the student's performance by reference to duplicate flight instruments and a chart recorder.

*Link  
Trainer and  
Instructor's  
Table*



Almost every one who reads this publication is familiar with the desk top computer with an installed simulator program.



*(Photo Credit: Maj Roy Bourque)*

At the high end of the scale, the airlines, military, and flight schools use full motion flight simulators tailored to resemble specific aircraft and to respond to control inputs in a realistic manner.

