



Missions
for America

*Semper
vigilans!*

*Semper
volans!*

*Rashoman in the South Atlantic
The Falklands/Malvinas War
02 April, 1982-14 June, 1982*



With Christian faith I pray that those who are today our adversaries may understand their error in time and may deeply reflect before persisting in a stance which is rejected by all the free peoples in the world and by all those who had their territory mutilated and endured colonialism and exploitation.

-*Lt. Gen. Leopoldo Galtieri-
President of Argentina*



We have to recover those islands... for the people on them are British and British stock and they still owe allegiance to the Crown and want to be British.

-*Margaret Thatcher-Prime Minister of the United Kingdom-*

SQUADRON CALENDAR

- 25 MAY-Saturday Rocket Building
- 26 MAY-Ledyard Memorial Day Parade
- 28 MAY-TRCS Meeting
- 04 JUN-TRCS Staff Meeting
- 04 JUN-USO/P&W-pack boxes for troops
- 09 JUN-Elks Flag Ceremony
- 11 JUH-TRCS Commander's Call
- 18 JUN-TRCS Meeting
- 15 JUN-Commander's Cup Rocket Contest
- 22 JUN-CTWG Annual Conference
- 25 JUN-TRCS Meeting
- 04 JUL-Groton 4th of July Parade
- 10-17 AUG-CTWG Encampment



The Falklands thing was a fight between two bald men over a comb.

-*Jorge Luis Borges-Philosopher*

CADET MEETING

21 May, 2019

Lt Drost led a character development seminar discussing perseverance, a value for life.

by the Air Force.

On Saturday, TRCS air and ground crews were Maj Flynn reviewed the equipment which will be used and the procedure followed for cleaning the aircraft after a flight.

SENIOR MEETING

21 May, 2019

Maj Farley reviewed the equipment which will be used and the procedure followed for cleaning the aircraft after a flight.

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The senior members discussed lessons learned from the Air Force evaluation which was held over the weekend. Issues discussed included the need to clarify latitude-longitude notation before a mission and the chronic problems involving aircraft radio communications. A ground team led by Maj. Roy Borque and consisting of cadets Munzner, Martin, Race, Triniday and Trotochaud and senior members Bradstreet and Thornell headed north.

AF EVALUATION

17-19 MAY, 2019

Connecticut Wing received high praise from the Air Force Evaluation Team which rated our three day exercise. Approximately 80 Wing members participated and Thames River provided twenty seniors and cadets working with the Command Staff and on ground teams and aircrews.

Our aircrew team, Mission Pilot Keith Neilson, Lt Col Kinch, and Lt Sprecace were released search for an emergency beacon signal in the northwest portion of the state.

The evaluation is a review by the Air Force of Wing abilities to carry out the emergency services mission. Each morning, the Air Force set out a number of missions. The require close coordination among the mission base staff and the ground crews and air crews.

The aircrew picked up the signal from the downed glider and vectored the ground team to its location, Woodstock Airport. When the ground team located the aircraft, they rendered assistance to the “injured” pilot and silenced the emergency locator transmitter.



Squadron ground team assessing the physical status of the “injured” pilot before checking respiration and pulse. (Photo Credit: Maj Roy Bourque)

During the day, additional missions may be assigned or spoilers introduced such a power failure or loss of communications. How the Wing compensated for the additional work was graded

Although not part of the evaluation, the ground team was ordered to remain at Woodstock and participate in a ceremony in which a Congressional Gold Medal was awarded to the family of Rudy Tomasik, a former member of CAP who served in World War II.

On Sunday, the crews was dispatched to Middletown to obtain pictures of the NRG power plant. Both air and ground teams obtained the required photographs. While returning to base, the ground team was re-directed to assist in a search for a missing aircraft. The aircraft was located by another squadron and our team returned to Groton.

Sunday's air crew was led commanded by Lt Col Kinch, mission observer, and piloted by Maj Noniewicz. Lt Sprecace manned the camera.

The Sunday ground team was again led by Maj Bourque and consisted of Lts Bradstreet, Kopycienski, and Thornell and cadets Trinidad Burton, and Thornell.

The Squadron contributed six members for Command Staff duty. Maj Farley and Lts Johnston and Pineau worked air operations.



Major Farley filling in another block on his Bingo card.

Lts Pineau and Johnston, who have side bets riding on Farley's card, observe and calculate the odds.



Lt Kopycienski and Cadet Burton manned the communications room on Saturday and Lt Col

Rocketto worked as a Public Information Officer.

Cadet Burton waits for a call while Lt Kopycienski fill in the incoming message form.



Both the Air Branch and PIO staffs were commended for their performance during the evaluation.

ACHIEVEMENTS

Lt Michael Kopycienski has qualified for Ground Team 3.

Cadet Luis Trinidad has qualified as a Mission Radio Operator

Major Scott Farley has qualified as a Mission Staff Assistant

Lt Charles Johnson has qualified as a Mission Observer.

Cadet Jack Race has qualified for the Ground Team Three rating.

AEROSPACE HISTORY AND CHRONOLOGY

May 22, 1946 – First flight of the DeHavilland of Canada DHC-1 Chipmunk. About 1,300 were produced and they served as primary trainers in more than 20 different air forces.



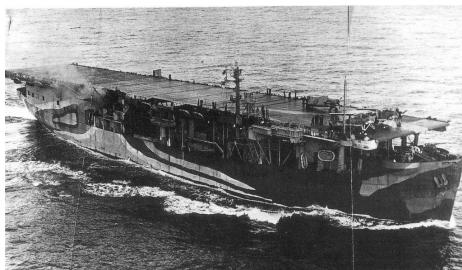
Chipmunk seconded to the Glasgow University Squadron, RAF (Auxiliary).

The Chipmunk is a superb aerobatic aircraft and a handful were modified into airshow performers by clipping the wings, strengthening the wings and airframe, increasing the horsepower, and installing an inverted fuel system. Such notable performers such as Art School, Harold, Krier, and Skip Volk amazed the air show crowd with their precision aerobatic routines.



Art Scholl performing the inverted ribbon pick-up.

May 23, 1943 – A Fairey Mk.III Swordfish, 819 NAS, from the escort carrier *HMS Archer* sinks the *U-752* using a air-to-surface rocket.



HMS Archer with two Swordfish and a Grumman Martlet spotted forward.

This is the first time rocket fire has sunk a submarine. The rocket had a cast-iron warhead and was known as a Rocket Spear. The rocket punctured the U-boat's pressure hull. Unable to submerge, the crew scuttled the sub.



Batsman guiding a Swordfish carrying Rocket Spears to a deck landing. (Credit: Lt. D.C. Oulds, RN)

May 24, 1982– As the viciously fought Falklands War enters its seventh week, two Fleet Air Arm FRS.1 Sea Harrier, No. 800 Squadron, of HMS Hermes attack four Argentine Delta Daggers north of Pebble Island. Lt Commander Andy Auld scored two victories and Lt Smith accounted for the third. The AIM-9L Sidewinder missile, a heat seeker, were used.



The Royal Navy's FRS.1 Sea Harrier

The Argentine Air Force's IAI Delta Dagger.



Later in the Day-Payback

Argentine A-4 Skyhawks launch three attacks on British assault ships and damage three of them. Skyhawk attack the frigate *HMS Antelope* in Falkland Sound.



Argentine Navy Douglas A-4 Skyhawk bombers.

Antelope was struck by three 1,000 pound bombs which failed to explode. An attempt to defuse one of the bombs failed and the explosion fractured the hull and started major fires.



Antelope burning immediately after the attack.

The crew abandoned ship and the next day, a magazine explosion broke her keel and she sank.



Antelope sinking and HMS Fearless standing.

Wellington once said that the victory over Napoleon at Waterloo was “a near run thing.” Admiral Woodward, Commander of the British Naval Task Force made a similar statement about the Falklands, “a close run thing.”

In the final days of the war, the British Navy's “staying power” was almost exhausted and at one point consideration had been given to withdrawing.

Argentina had sunk six British ships, severely damaged three others, and moderately damaged seven others. Moreover, the South Atlantic weather and the 8,000 mile supply line strained equipment performance and re-supply to the near breaking point.

One factor might have led to an Argentine victory. At least 12 out of 16 Argentine bombs which hit ships failed to explode. Initially, the failure was thought to be faulty fuses. (Ironically, many of the bombs had been purchased from the British in years past.) Publication of this fact in British newspapers during the war was strongly criticized because it alerted the Argentinians that they had a problem which they ought remedy. But in the best traditions of *mañana* nothing was done. A retired Marshal of the RAF, Lord Craig remarked that “six better fuses and we would have lost”.

But analysis shows that the failure of the bombs to explode was not a fault in the fuses themselves. In order to avoid the strong British air defenses, the Argentine pilots released their bombs from very low altitudes which allowed too little time for them to arm.

The bombs under consideration are carried safely

by securing the arming mechanism, generally a small propellor on the warhead. When the bomb is released, a pin is removed and the propellor spins. After a pre-set number of turns, safety locks on the bomb are released and the bomb is armed to explode.



An attack run between HMS Fearless and another ship by a Delta Dagger illustrates the low altitudes used by the Argentine pilots.

May 25, 1968 – Buzz job gone bad! A Tupolev Tu16 Badger F flown by Col. Andrey Pliyev makes four low passes on the aircraft carrier *USS Essex*. At least one pass was at an altitude of 50 feet and dangerously close to the side of the carrier. (Go to You Tube to see imagery.)



A Navy photographer catches the Badger as it passes by.

On his last pass, when turning, he dips a wing into the water and crashes into the Norwegian Sea. While another Badger circles overhead, the US Navy recovers three bodies which are turned over to a Soviet destroyer.



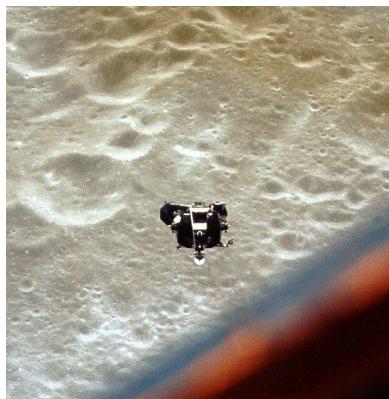
A pall of smoke indicated the Badger's crash site.

May 26, 1969 – Thomas Stafford, John Young, and Eugene Cernan fly Apollo 10 in a “dress rehearsal” for the first moon landing.

*Eugene Cernan,
John Young, and
Thomas Stafford*
*(Photo Credits:
NASA)*



All the procedures and equipment needed for an actual moon landing are tested including the descent of the Lunar Landing Module to within nine miles of the moon's surface.



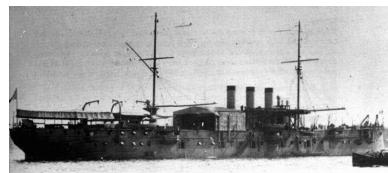
*The Lunar Excursion Module, Snoopy,
approaching the Command and Service Module,
Charlie Brown.*



Earthrise!

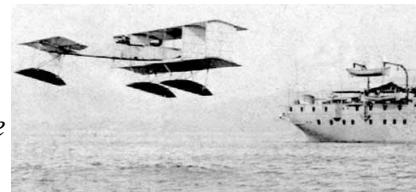
May 27 – Big date for France's *Force maritime de l'aéronautique*.

1912-The first seaplane carrier in the world, the French Navy's *Foudre*, takes aboard her first aircraft, a Canard Voisin.



Foudre

*A Voisin
Canard flying
AWAY from the
Foudre*



1927-The French Navy commissions its first aircraft carrier, the *Béarn*.



The aircraft are either the Levasseur PL.7 or PL.10

May 28, 1942 – The first all-woman night-bombing unit, pilots to mechanics, is established, Regiment 588, Soviet Air Force. They are equipped with the Polikarpov Po-2 which carried a



125 HP radial engine giving it a top speed of 82 knots.

Between 1928 and perhaps 1958, somewhere between 20,000 to 30,000 were built. Different sources disagree but perhaps it is Russian *dezinformatsiya* or maybe *maskirovka*, take your pick.

The ladies who flew as “Night Witches” flew more than 24,000 sorties and dropped 23,000 tons of bombs and 23 were decorated with the highest military award, Hero of the Soviet Union.



Returning from a mission, 588th Commander Major Yevdokia Bershanskaya in center.

Maj. Rufina Gasheva, a navigator with 848 missions and Maj Nataly Meklin, 982 missions.



The Po-2 was designed as a crop duster and training aircraft and has lasted so long that it was assigned the NATO code name, “Mule.” And what “goes around comes around” so three quarters of a century later, crop dusting aircraft are again being modified as attack aircraft.

The two notable examples descended from the same basic airframe are the Air Tractor A-802U and the Ayres Thrush Archangel, modified by IOMAX and powered by P&W Canada PT-6 turbines developing 1,600 shaft horsepower. Some of these aircraft are now in service, mostly in the Middle East. They can be heavily armed and carry a variety of sensors for reconnaissance duties.



Archangel

AT-802U



May 29, 1951 – Charlie Blair makes the first solo flight over the North Pole in his North American P-51C Mustang *Excalibur III*.



Excalibur III at the Udvar-Hazy Annex, NA&SM

The 10 hr 27 min 3260 nautical mile flight departed Bardufoss, Norway and terminated in Fairbanks. The primary navigation tool was a military surplus \$12.50 sun compass and a table of pre-computed navigation data.

Refueling at Bardufoss

(Photo Credit: Arkivverkets digitale fotoarkiv)



Blair inspecting his sun compass before departure.

President Truman personally presented Blair with the Harmon Trophy and the Norwegian Aero Club awarded him their Gold Medal.