



Missions  
for America

*Semper  
vigilans!*

*Semper  
volans!*



*To be a tough, rugged boy is every lad's ambition.  
But to be a gentleman, to be kindly, charitable,  
thoughtful as well as tough and rugged is much  
more to be desired. And he who can be both is  
much the better man and usually much tougher in  
the long run.*

*Ensign Nile Kinnick  
Heisman Trophy Winner-1939  
Letter to his younger brother George*

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

<http://ct075.org>  
300 Tower Rd., Groton, CT

Lt Col Stephen Rocketto, Editor  
[srocketto@aquilasys.com](mailto:srocketto@aquilasys.com)  
Maj Scott Farley, Publisher  
Maj Roy Bourque, Paparazzi  
Hap Rocketto, 2nd Lt, AUS, (ret'd.)  
Capt Edward Miller, Feature Writers

Issue 13.20

28 May, 2019

### **SQUADRON CALENDAR**

04 JUN-TRCS Staff Meeting  
04 JUN-USO/P&W-pack boxes for troops  
09 JUN-Groton Elks Flag Ceremony  
11 JUN-TRCS Commander's Call  
14 JUN-Niantic VFW Flag Burning  
18 JUN-TRCS Meeting  
15 JUN-Commander's Cup Rocket Contest  
22 JUN-CTWG Annual Conference  
25 JUN-TRCS Meeting  
29 JUN-LISP  
30 JUN-LISP  
04 JUL-Groton 4th of July Parade & LISP  
10-17 AUG-CTWG Encampment

### **CADET MEETING**

*28 May, 2019*

The cadets engaged in a leadership lesson which explored the requirements of a good leader: teaching ability, expert knowledge, and resilience.

### **SENIOR MEETING**

*28 May, 2019*

*submitted by  
Lt Adam Spreccace*

The ELT search procedures employed in a search and rescue mission were reviewed by Maj. Farley.

He also mandated that the leading edges of the wings of the aircraft will be cleaned after each mission.

Lt Spreccace briefed the officers on the impending Long Island Sound Patrol and noted that TRCS leads off on the 29th of June and will cover the Fourth of July mission.

## WEEKEND ACTIVITIES

*Saturday, 25 May*

Maj Farley and Lts Spreccace and Pineau flew a search and rescue training mission concentrating on radio direction finding.

The Thames River Rocket Team met for a three hour building and painting session. Lt Kopycienski, Major Bourque, and soon to be senior member Mr. Mintor worked with the cadets Thornell, Jaznach, Burton, Alexander, Mintor and Trinidad.

Lt Thornell, Lt Ceniglio, and Lt Col Rocketto worked on individual projects

*Sunday, 26 May*

*Ledyard Memorial Day Parade*



*Fifteen Cadets Led the Big Parade*

Cadets Bordelon, Boudreau, Burton, Jeznach, Martin, Munzner, Race, Schaffer, Schantz, Skiles, Thornell, Trinidad, Trotochaud, Wischman and Young marched.

Senior members Thornell, Martin, M. Kopycienski, and C. Kopycienski supported the activity.

*East Lyme Candlelight Vigil*



TRCS participated in the East Lyme Candlelight Vigil at Memorial Park in Niantic

Cadets Alexander, Boudreau, Jeznach, Kelley, Martin, Munzner, Rathbone, Thornell, Trotochaud and Young senior members Thornell, Rathbone, Martin, and Munzner honored the fallen.

## PROPOSED EMERGENCY SERVICES COURSES

CTWG Emergency services is planning several schools to assist members in earning operational qualifications. Below, please find the most requested courses and their descriptions. If you are seriously interested in attending any of these courses, send me an email with your name and capid and I will then decide on a date and time that works for everyone. Courses will be scheduled based on the amount of interest gained.

Contact Information: Lt Col Meghan Brownell at [meghan.brownell@gmail.com](mailto:meghan.brownell@gmail.com)

1 day UDF - Basic gear requirement, and no over night required. This is the basic course needed in order to participate in operations in the field.

1 day LSC - Covers the academic and hands on duties of a LSC. Gear requirements are: Laptop or tablet, pen, notebook.

2 day GTL - This requires more extensive gear, and is a full weekend course. All prospective students must be fully qualified as a GTM3.

2 day GTM3 - Requires more gear than UDF, but less than GTL. This is a full weekend course. Qualifying as a GTM3 will earn you the Ground Team Member badge and allow you to then train as a GTL.

Remember that in order to attend any of these courses you MUST have completed level 1 (for seniors) or the Curry achievement (for cadets) and also have passed the CAPT 116 - General Emergency services exam. This can be found on e-Services in the learning management system.

## AEROSPACE HISTORY AND CHRONOLOGY

May 29, 1941- As the war in Europe continued, the U.S. aircraft industry was mobilizing and aircraft production both for our own forces and the British rose dramatically. In 1941, 3,611 aircraft rolled off the assembly lines. In 1942, the number rose to 18,466, a five-fold increase. There had to be some way to expeditiously move the aircraft from the factories to domestic modification centers, training bases, and overseas stations.

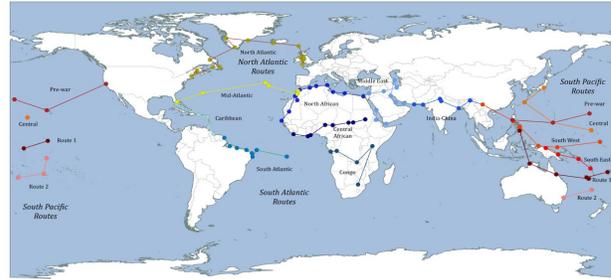


On May 29th, Maj. Gen. Hap Arnold established the Air Corps Ferrying Command and placed Brig. Gen. Robert Olds in charge. The missions: "...to move aircraft by air from factories to such terminals as may be designated by the Chief of the Air Corps" and "...to maintain such special air ferry services [i.e., air transport services] as may be required to meet specific situations."

The British had already established a ferry command to move aircraft from Canada to the United Kingdom. The passage of the Lend-Lease Act in March of 1941, allowed much more flexibility for the United States to render assistance to the hard-pressed British without endangering the neutrality of the United States.

During the year four major air routes were developed to move aircraft to countries which qualified for lend lease. The North Atlantic Route provided an air bridge between the United States and England. The Northwest Staging Route ran through Alaska to Siberia to supply the Soviet Union. Australia and the western Pacific were serviced by the South Pacific Air Ferry Route. Plane destined for the Middle East, India, and China were sent via Natal, Brazil and West Africa by the South Atlantic Air Ferry Route.

Air Ferry Routes of World War II



(Credit: Deparkes)

During its 13 months of operation, the Ferry Command which started with a staff of two officers and a civilian secretary burgeoned to 13,000 personnel and delivered 13,595 aircraft domestically and 632 overseas.

In mid 1942, the Ferry Command was superseded by the Air Transport Command (ATC). In 1948, the ATC became the Military Air Transport Service (MATS) which became the Military Airlift Command (MAC) in 1962. Ten years later, 1972, another reorganization occurred and the present Air Mobility Command (AMC) emerged as the long range transport arm of the United States military.



*Venturas, Mitchells, a Liberator and a Flying Fortress crowd the ramp at Dorval*

(Credit Dept of Defence, Canada)



*An Atlantic Division C-54 Skymaster of the Air Transport Command*

(Credit: Jim Leech)

*The Skymaster in the livery of the Military Air Transport Service*



*A C-130E Hercules from the Military Airlift Command*

*An Air Mobility Command Lockheed C-5A Galaxy*



*The End of an Australian Aircraft Carrier and the Beginning of a Spanish Carrier*

May 30, 1982 - The Royal Australian Navy decommissions its last aircraft carrier, *HMAS Melbourne*. *Melbourne* never engaged in combat but had the dubious distinction of sinking an Australian destroyer and causing the loss of a United States destroyer.



*HMAS Melbourne with a deck-load of Skyhawks, Trackers, and a couple of Westland Wessex helicopters.*

On the 10th of February, 1964, the *Melbourne* rammed the *HMAS Voyager* which had cut across its bow. The *Voyager* sank. A similar event

occurred on the 3rd of June 1969 when the *Melbourne* rammed the *USS Frank E. Evans*. The *Evans* was cut in half and the bow sank. The stern was salvaged, towed to Subic Bay, and expended as a target in June.



*Melbourne with HMAS Voyager to starboard and HMAS Vendetta to port*

*Bow damage after the Voyager collision*



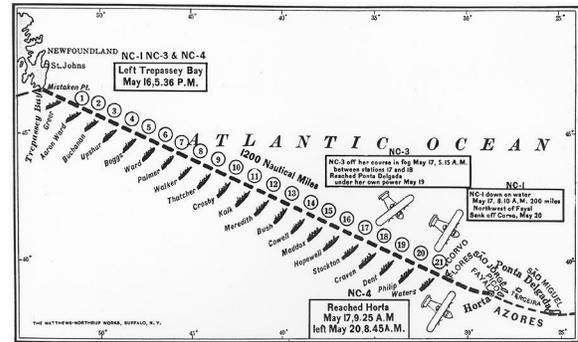
*The bow of the Evans afloat after the collision. The USS Everett F. Larson (DE830) assists in the salvage operation. Three days earlier, while on plane guard duties, the Larson narrowly missed a collision with Melbourne!*



*The Evans collision resulted in damage to both the bow and flight deck*

On May 30th, 1988, the Spanish Navy commissions the first aircraft carrier to be built in Spain, *Principe de Asturias*. The ship carried 12 AV-8B Harrier II V/STOL fighters and a

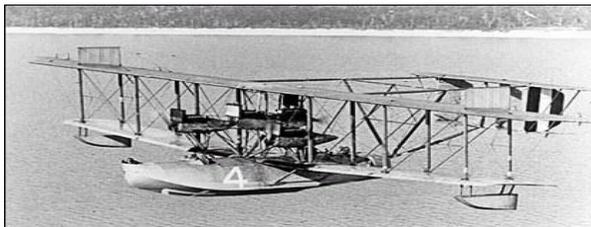
complement of helicopters which might include Sikorsky Seakings and Seahawks, the Augusta-Bell AB 212 or Hughes 500 depending on the mission.



*The Navy stationed more than 50 guide and rescue ships along the projected route of the “Nancy-boats.”*

Twenty-five years later, defense cuts lead to her decommissioning. Spain attempted to sell the ship but the cost of refurbishment put off potential buyers and a Turkish firm bought it for scrap.

May 31, 1919 – The NC-4 aircraft completes the first crossing of the Atlantic. The NC-4 was one of a quartet of flying boats designed by Glenn Curtiss. The hulls were built by the Herreshoff Manufacturing Corporation in Bristol, R.I., noted for its yacht designs.



*(Credit: National Museum of Naval Aviation)*



*The flight crew of NC-4 in Lisbon. Left to right: Chief Machinist Mate Eugene S. Rhoads, USN; Lieutenant James L. Breese, USN; Lieutenant (j.g.) Walter T. Hinton, USN; First Lieutenant Elmer Fowler Stone, USCG; Lieutenant Commander Albert Cushing Read, USN. Ensign Herbert C. Rodd, USN, is not in this photograph.  
(Credits: U.S. Navy)*

The final legs brought her to Plymouth, England, 23 days after here departure from Naval Air Station Rockaway, N.Y.

The NC-1 was forced to land in mid-ocean due to poor visibility. She was taken in tow by a cargo ship. However, the aircraft foundered three days later.

The NC-2 was cannibalized for parts to before the start of the voyage.

The NC-3 was also forced to land in mid-ocean. She then taxied 200 miles to the Azores.

The NC-4 made it to Horta on May 17th, departed on the 20th, and landed in Lisbon harbor the same day.



*The NC-4 mooring in Lisbon*

The NC-4 is now on display at the National Museum of Naval Aviation in Pensacola, Florida.



June 1, 1925 – A car dealer covers himself in stamps worth \$718 (\$9,745.38 in today's dollars) in a bid to be sent airmail from San Francisco to New York; the U. S. Post Office refuses to accept him.

The Coastwatcher searched in vain for a photograph of this cheeky car dealer. Our prurient imagination pictures him naked with a fig leaf of 1923 24¢ Carmine Rose stamp featuring the De Havilland DH-4 covering his naughty parts. We assumed that he would strip naked to save on postage.



*Today, the stamp price runs from \$150 to \$26 depending upon its condition.*

The stamp measures  $\frac{7}{8}$  inch by  $\frac{3}{4}$  inch so it would take 2,992 stamps to provide sufficient postage. Now the average human adult male has a body surface area of 1.9 m<sup>2</sup> and 2,992 stamps have a surface area of 1.3 m<sup>2</sup> so a simple calculation indicates that our car dealer will be able to cover 70% of his body with the stamps, more than enough to preserve his modesty but not enough to protect him from the cold wind blast in an open cockpit at cruise altitude.

As the old saying goes “people with brains are riding the trains.” The night air mail did not start service until July 1, 1924 so flying in daylight only our car dealer faced 70 hours of flight time. A transcontinental rail trip would take about 70 hours by fast trains and a luxurious and spacious Pullman berth beats the De Havilland's open cockpit in comfort. The cost would be less also, perhaps in the neighborhood of \$200.

A 1920 federal law made it a crime to mail humans. Previous to the passage of the piece of legislation, one could use the U.S. Parcel Service to mail any package 50 pounds or less in weight. So the Post Office was justified in rejecting this adult male mail.

In 1913, there are the first two documented cases of children being mailed. on January 17, 1913, the Breauges of Glen Esty Ohio mailed their son to his grandmother in Batavia, Ohio. The child was insured for \$50 and the fee was 15 cents.

Ten days later, the Savis family in Pine Hollow, Pennsylvania paid 45 cents to have their daughter delivered to relatives in Clay Hollow.

*British European Airlines Shows a Proclivity for June 1st for the Inauguration of Helicopter Services*

On June 1st, 1948, British European Airways (BEA) commences the first helicopter air mail service in the United Kingdom.



*Bell 47B named Sir Balan*

June 1st, 1950 marks the date in which BEA starts regular passenger service by helicopter between Liverpool and Cardiff.



*Sikorsky S-51*

And on June 1st, 1951, BEA initiates London-Birmingham helicopter service.



*Bristol 171 Sycamore named Sir Gawain*

He ditched in the Gulf of Paria, between Venezuela and Trinidad, four miles from the ship, and although a rescue team arrived within 10 minutes, not trace of Kinnick nor his plane could be found.

June 2, 1943 – Ensign Nile Kinnick, USNR, goes West. Nile Kinnick was the 1939 Heisman Trophy winner and played halfback for the University of Iowa.



June 3, 1936 – A Lesson in Pre-flighting and aircraft



General Walter Wever, Chief of Staff of the Luftwaffe goes West. Wever was an advocate of strategic bombing and with his death, the Luftwaffe ceased serious consideration of long range bombers.

Upon hearing of the death of WWI General Karl Litzmann, he decided to return immediately to Berlin. However the aileron gust locks on the Heinkel He 70 *Blitz* which he was flying had not been removed and the aircraft crashed on take-off.

Seventh months earlier, the Boeing Model 299, prototype of the B-17, was destroyed upon take-off because its gust locks had not been removed.

Kinnick was flying a Grumman F4F-3 Wildcat of the USS Lexington when he detected a severe oil leak and was unable to return to the Lexington or reach the nearest land.

Major Ployer Peter Hill, AAC test pilot and Les Tower, Boeing's chief test pilot were killed. This accident was led to the adoption of written check lists.



*USS Lexington, the Blue Ghost*



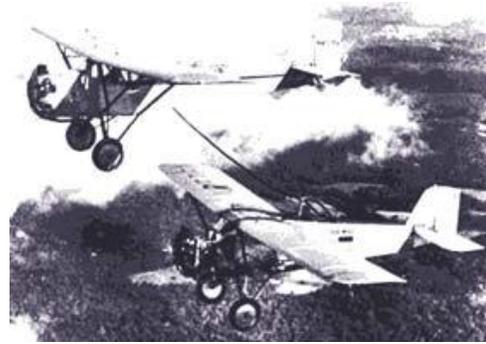
*Grumman F4F-3 Wildcat*



*Hill, Tower, and the funeral pyre.*

June 4, 1935 – Meridian, Mississippi. Al and Fred Key took their Curtiss Robin, *Ole Miss* aloft. 27 days and 52,320 miles later they alighted after 27 days aloft (653hr 34min) during which time they performed 435 aerial refuelings.

The flight was designed to gain publicity for the Meridian Airport which was in danger of closure due to lack of financial support.



*(Credit: National Air and Space Museum)*

The Key wives, Louise and Evelyn prepared home-cooked meals and they were delivered along with other necessities by lowering them in a basket to the open refueling hatch, not an easy task in turbulence.



*The Ole' Miss display at the National Air and Space Museum shows Fred Keys on the catwalk tending the engine. A picture taken during flight is shown below. Fred is oiling the rocker arms.*



*Food Packaging and Fuel Delivery*



The flight was not without some critical moments. Fog hampered resupply. The brothers incurred a mid-air fire. And when Al Key developed a toothache, medical supplies and instructions were delivered and brother Fred lanced the abscess and the flight continued.

The borrowed aircraft was fitted with a 150 gallon tank and a catwalk which allowed the 165 HP Wright Whirlwind engine to be serviced in flight. Fueling was accomplished by a hose which was lowered from another Robin flown by James Keeton and Bill Ward.

Both brothers served as bomber pilots in World War II and both were decorated with the Distinguished Flying Cross.

The brothers and a friend A.D. Hunter devised a fuel cut-off system consisting of a valve in the hose which was opened by a probe in the fuel tank. The valve automatically shuts off the fuel flow when the tank is filled. The concept is used today for aerial refueling.



Al Key.



Fred Key.