



Missions
for America

*Semper
vigilans!*

*Semper
volans!*

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

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Issue 13.22

11 June, 2019

SQUADRON CALENDAR

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

11 June, 2019

Cadet Wesley Boudreau has been promoted
to Cadet Airman First Class.



Cadet Seth Trotochaud and Cadet Luis
Trinidad have been promoted to Cadet Senior
Staff Sergeant.



SENIOR MEETING

11 June, 2019

The Squadron conducted a debrief on the
weekend Long Island Sound Patrol flights.

HANNAH RAMSEY EARNS HER MITCHELL

Hannah Ramsey, the feminine third of the Ramsey
trio, was awarded the General Billy Mitchell
Achievement ribbon and promoted to Cadet 2d
Lieutenant. Hannah has been a CAP member for
six years. Former Deputy Commander of Cadets
Stephen Schmidt lauded Ramsey for the
dedication which she exhibited in the Squadron
projects which she led.



Mr. and Mrs. Ramsey attach Hannah's new lieutenant insignia.

Hannah served on the Urban Direction Finder Team and trained to be a Mission Radio Operator. She was awarded the Air Force Organizational Excellence ribbon, two Connecticut Wing Commendations, and two Achievement Awards.

She also distinguished herself by her work on Squadron STEM projects, especially robotics and quadcopter construction. During our annual firearms training, Hannah proved to be the best rifle shot in the Squadron.



Hannah operates a robot which she and her brothers built.

Volunteer Service is a core value of the Civil Air Patrol and Lt Ramsey is a generous contributor of time and effort to the community at large. She is actively pursuing a course in leadership training with the Presbyterian Church of Manchester and provides multiple services to the Mt. Zion Christian Fellowship in Bolton. Hannah can be Hannah Ramsey, the feminine third of the Ramsey

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Her hobbies are focused on the arts. She is often seen sketching and loves to knit and crochet. Singing and dancing are also favorite activities and she plays the piano.

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Hannah's days as a cadet are ending and Thames River is diminished as we loose the last of the Ramseys. But our loss is another's gain. Hannah is considering a career in counseling and her compassionate nature and past work with children with special needs provide a firm base for future success,

ACHIEVEMENTS

Lt Adam Spreccace has qualified as a mission pilot.



Sunday crew consisted of Maj Neilson and Lt

Cols Kinch and Doucette. The sound was dead calm and little traffic was visible.



GROTON ELKS FLAG CEREMONY

Cadets from Thames River, under the leadership of Lt Thornell, took part in the annual flag ceremony hosted by the Groton Elks.



Visibility was very good. Here is a picture of the Manhattan skyline taken from 50 miles away. The Northport stacks are in the left foreground.

On Sunday, Maj Farley and Lt Cols Kinch and Rocketto flew a sunset patrol. An unmanned vessel was reported to be dragging its anchor off Fire Island but the wayward craft was outside of the LISP bailiwick so no action was taken by our crew.

EXTERNAL AEROSPACE EDUCATION

05 June, 2019

*Above: Cadet Trotochaud bears the Betsy Ross Flag guarded by Cadets Race and Martin
(Photo Credit: Lt Thornell)*

*Below: Raising the Colors
(Photo Credit: Lt Kopycienski)*



Lt Cols Carl Stidsen and Stephen Rocketto and Capt Charles Wareham offered a selection of aerospace presentations to the 6th and 7th grade students at the Dr. Helen Baldwin Middle School in Canterbury. The event was organized by science teacher Kaitlyn Shafer and the CAP teachers engaged students in a variety of lessons, demonstrations, and experiments.

Capt. Charles Wareham, commander of the Danielson Cadet Squadron, spoke to the students about the history and missions of CAP from World War II sub-hunting to present day involvement in disaster relief and search and rescue missions.

LISP MISSIONS

The Squadron flew two Long Island Sound Patrol missions on Saturday and Sunday. The

Lt Col Stidsen from Hartford's Charter Oak Composite Squadron described his experiences as a cold-war warrior, commanding a Titan missile combat crew in a silo in the Arizona Desert.

AEROSPACE HISTORY AND CHRONOLOGY

Stidsen in Missile-man Whites



Thames Rivers Lt Col Rocketto presented a series of demonstrations and hands-on activities based on applications of Newton's Laws of Motion to aerospace science and technology.



Gyroscopic Stability and the Bernoulli Ball

TRCS ROCKET TEAM FINISHES PREPARATIONS FOR CONTEST

08 June, 2019

Cadets Thornell, Jeznach, Schantz, Alexander, and Trinidad made their last minute preparations for the Commander's Cup Rocket Contest which will be held on Saturday. Senior support was provided by Maj Borque and Lts Thornell and Kopycienski.

CONNECTICUT LEGISLATURE PASSES BILL PROTECTING CAP MEMBER IN WORKPLACE

The Legislature has signed into law a bill a statute which will prohibit an employer from discriminating, disciplining, or discharging an employee because he is a member of CAP or is absent from work for emergency services as a member of CAP.

Lt Col Andrew Liput, CTWG Government Relations Officer originated and wrote the proposal.

June 12, 1979 – First man-powered flight across the English Channel. Bryon Allen pedals the *Gossamer Albatross* between Folkstone, England and Cap Gris-Nez, France. 22 miles, in 2 hr., 49 min. Paul McCready, the aircraft designer, is awarded the Collier Trophy. The flight also earns the Kremer Prize, £100,000 for the first man-powered flight across the Channel.



Allen preparing for departure.
(Credit: AP)



Over the Channel



*Almost there!
Ready to alight in France.*

The aircraft has a wing span of around 98 feet, about equal to a Douglas DC-9 airliner but weighs only 70 pounds empty! The “fuselage” is framed in carbon fiber and the wing ribs use polystyrene and the skin is mylar. The cyclist must provide around 0.4 HP for flight.

Testing in California
(Credit: Jim Moran)



June 13-16, 1952 – Soviet MiG-15s shoot down a Royal Swedish Air Force C-47 over international waters in the Baltic with the loss of three airmen and five civilian signal intelligence operators from the National Defence Radio Establishment. The Swedes claim that the unarmed transport was on a navigation exercise.



The doomed ELINT aircraft, a Swedish Tp.79 (C-47) at Barkarby, Sweden.

On the 16th, the Soviets shoot down a Swedish Air Force Catalina flying boat which was engaged in the search and rescue mission. The five members of the Catalina were rescued.



Rafting the Catalina survivors away from the semi-submerged aircraft.

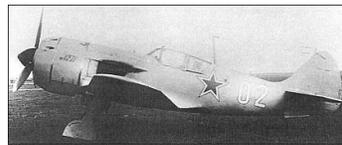
Forty years later, the Swedes admit that the C-47 was equipped with British radio interception equipment and been on a NATO mission.

During the Cold War, the skies over the Baltic Sea were witness to continuous and sometimes deadly jousting between NATO aircraft filled with electronic and optical surveillance equipment and the *Voyska protivovozdushnoy oborony* generally referred to in the literature as the PVO. The PVO, literally “Anti-Air Defence of the Nation” was unusual in that it was independent of the Soviet Air Force.

On April 8th, 1950, four POV Lavochkin La-11 Fangs pounced on a U.S. Navy Consolidated PB4Y-2 Privateer bases with VP-26 at Port Lyautey, French Morocco. The Americans claim the aircraft was over international waters. The Soviets claimed it was intercepted over Latvia. It crashed into the sea 3-6 miles off the coast and all 10 crew members were lost.



La-11 Fang and VP-26 Privateer



Soviet aircraft attacked a Boeing RB-47H over the Baltic on November 7th, 1958. The Stratofortress escaped without injury to the crew.

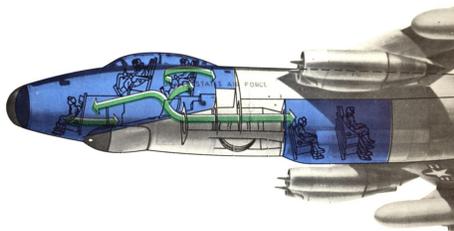
Another RB-47H flown by Major John Drost was intercepted by a MiG-19 Farmer on September 24th, 1962. Drost was a lead pilot in the 55th Strategic Reconnaissance Wing out of Forbes AFB, Kansas. Drost served for 15 years with the 55th and was repeatedly selected for sensitive missions and repeated overseas deployments. Drost retired as a colonel earning seven Distinguished Flying Crosses for his record of "heroism or extraordinary achievement while participating in an aerial flight."



RB-47H (Credit: NMUSAF)

Thirty-five of the RB-47H were produced to fulfill the electronic reconnaissance and countermeasures role. The bomb bay was modified and a pressurized compartment was built which housed three operators, called “crows.” They operated the equipment which monitored Soviet radar emissions in an attempt to determine the site locations and the characteristics of the signals.

Their workspace was a cramped, noisy, and extremely crowded environment in which they could not even stand up, the inside height being just four feet. Just getting in and out of the workspace was an ordeal. Arguably, never had Air Force flight personnel worked under such horrid conditions.



*Crow's
“nest” and
restricted
ingress and
egress
routes*

June 14, 1919 – Capt John Alcock and Lt Arthur Whitten Brown depart Newfoundland for a 16 hour flight to Ireland, the first successful non-stop crossing of the Atlantic Ocean.



*Alcock, Brown and the
Vimy*

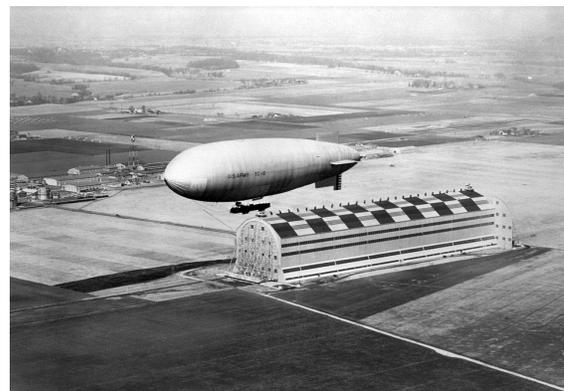
They not only copped the *Daily Mail's* £10,000 prize but are knighted. Their aircraft, a Vickers Vimy, is now on display in the British Science Museum, London

June 15, 1928 - Lts. Karl S. Axtater and Edward H. White, flying in an Air Corps blimp directly over an Illinois Central train, dip down and hand a mailbag to the postal clerk on the train, thus completing the first airplane-to-train transfer.

*Ridin” on the City of New Orleans
Illinois Central Monday morning rail
Fifteen cars and fifteen restless riders
Three conductors, 25 sacks of mail...
Good morning America, how are you?
Say, don't you know me? I'm your native son.*

-Steve Goodman-

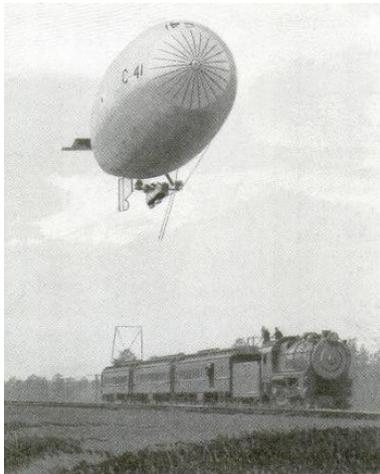
Okay! So the *City of New Orleans* did not start running until 1947, about two decades after the air to rail mail transfer but why waste the opportunity to raise the class of *The Coastwatcher* with a little bit of musical culture, a bittersweet song to a time fading into history.



*An Army “TC” Class blimp, their standard
lighter-than-air ship over its hangar at Scott
Field, Illinois.*

The hangar is three blocks long, one block wide, and 15 stories high, the second largest in the world after the Navy's Lakehurst facilities. To sense how big the hangar was and how small the U.S. Army was in 1923, a report stated the the entire Army could have stood in formation inside the building!

In 1930, the Army experimented with picking up mail from a moving train and transferring it to a ship using the the blimp C-41.



The grappling hooks and pick-up rig is clearly visible as the Army airship C-41 approached to make an attempt to snatch the mail bags. (Credit: Popular Mechanics Magazine)

And speaking of trains, on the very same day in 1928, an airplane vs. railroad train race is held between London and Edinburgh. Both contestants depart at 10:00 A.M.

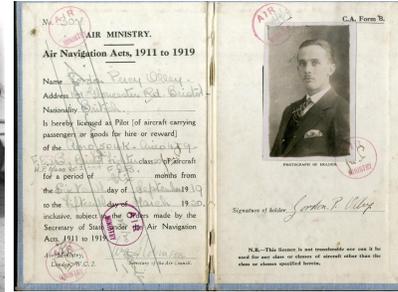


City of Glasgow

The Flying Scotsman



The aircraft is an Armstrong Whitworth A.W.154 Argosy named *City of Glasgow* carrying 18 passengers and piloted by Captain Gordon P. Olley, a WWI ace with 10 kills. Olley is the world's first pilot to log a million miles.



Olley and his License

Official railroad observer is Mr. J. Birkett, a retired London North Eastern Railway (LNER) engineer. Departure point is Croydon Airport.

The train is the LNER *Flying Scotsman* (an interesting name for a railroad train racing and airplane), the fastest express service on the London-Glasgow run and is pulled by a 4-6-2 Pacific-type locomotive. The official airline observers are Capt. G. P. Jones, Imperial Airways pilot, and Air vice Marshal Sir Vyvyan accompanied by a Major Brackley. Departure point is King's Cross Station.

The distance is 390 miles but the range of the Argosy is only 405 miles so it uses up 84 minutes for two refueling stops. The *City of Glasgow* lands at Turndrome Aerodrome, Edinburgh 15 minutes before the *Flying Scotsman* enters Waverly Station, Edinburgh.

June 16, 1959 – A Navy Martin P4M Mercator is attacked by North Korean MiG 17 Frescos 20 miles east of the Korean Demilitarized Zone. The tail gunner is wounded and the aircraft seriously damaged by the crew manage to return to Miho AFB, Japan.



The Mercator has four engines. Two turbojets are mounted within the bottom of the engine nacelles.

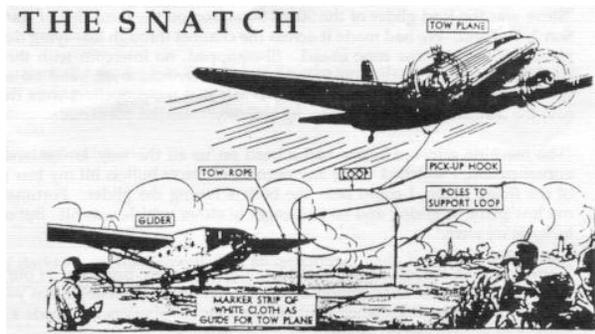
Two previous attacks on Mercators were conducted by the People's Democratic Republic of China. Previously, on April 23, 1953, Chinese MiG-15 Fagots attack a Navy P4M-4Q Mercator of the Chinese coast near Shanghai. The three aircraft exchanged fire without results.

On August 22, 1956 a P4M-1Q Mercator out of Iwauni, Japan disappears after a night-time attack by a Chinese fighter. The attack occurs 32 miles off the coast of Wenchow, China, about 180 north of Formosa. The 16 man crew are all killed.



VQ-1 Squadron P4M-1Q (Credit: NMofUSNA)

June 17, 1942 – U. S. Army Air Forces conduct a test at Wright Field in Dayton, Ohio in which they experimented with picking up gliders from the ground using a specially equipped aircraft in flight.



Snatching an object from the ground while airborne was not a new idea. In 1927, the USMC used a DH4 trailing a weighted wire to pick up a dispatch case which was hanging on a wire stretched between two poles.

Just over 800 American and British gliders were used on D-Day at Normandy. The Army Air Force attempted to recover some of them. Most were either wrecked in landing, battle-damaged, or in unfavorable recovery areas. The USAAF managed to recover 13 by snatching them but some 98% were scrapped on site.

The method was used commercially. In 1939, two men with notable ancestors promoted a similar system. Dr. Lytle S. Adams, a direct lineal descendent of Presidents John and John Quincy Adams developed an improved system and worked with Richard C. DuPont, a scion of the “chemical” Duponts to promote the concept.

They signed a contract with the U.S. Postal Service to operate two routes: Philadelphia to Pittsburg and Pittsburgh to Gallipolis, Ohio and back to Pittsburgh. They used a Stinson SR-10C Reliant to pick up mail at small towns along the routes which had no regular postal service.



All America Aviation SR-10C on Pick-Up Run



An AAA Beech 18 snatching the mail. (Credit: Gary Ell Collection)

Adams founded All America Aviation to hold the patents and service the routes. The Duponts were the financial backers.



When they added passenger service, the name was changed to All America Airways. Eventually, growth, buy-outs and mergers led to the formation of Allegheny Airlines (1951), USAir (1979), US Airways (1996) and a final 2013 merger with American Airlines and the phasing out of the prior brand names.

June 18, 1928 – A Latham 47 flying boat carrying Norwegian polar explorer Roald Amundsen and five others on a flight to search for survivors of the Italian airship *Italia* disappears. A wing float and gasoline tank were found some three months later and evidence indicates that the crash site is near the island of Bjørnøya in the Barents Sea.



Roald Amundsen



Amundsen and the Latham 47

The *Italia*, commanded by Umberto Nobile had crashed on the ice pack. Eventually half of the crew of 16 were rescued.



The Italia being prepared for flight

Previously Amundsen led the first expedition to reach the South Pole. Later, Amundsen navigated the the first flight over the North Pole The flight was conducted in the Italian semi-rigid airship *Norge* also designed and piloted by Umberto Nobile, a man whose grandstanding behavior and questionable leadership qualities tarnished his reputation.



The Norge over the coal mining settlement of Ny-Ålesund from which it departed on its historic trip to Teller, Alaska via the North Pole.

That Amundsen volunteered to assist in the search for Nobile and his crew says much about his noble character.