



Missions
for America

*Semper
vigilans!*

*Semper
volans!*

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

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18 June, 2019

SQUADRON CALENDAR

22 JUN-CTWG Annual Conference
25 JUN-TRCS Meeting
29 JUN-LISP
30 JUN-LIS
02 JULY-TRCS Staff Meetings
04 JUL-Groton 4th of July Parade & LISP
09 JUL-TRCS Commander's Call
16 JUL-TRCS Meeting
20 JUL-Celebrate East Lyme Event
20-21 JUL-Glider Flights
23 JUL-TRCS Meeting
29 JUL-International Air Cadet Exchange Visit
30 JUL-TRCS Meeting
10-17 AUG-CTWG Encampment
19 AUG-National Aviation Day

CADET MEETING

18 June, 2019

The cadets met and discussed cadet staff assignments and their responsibilities. Cadets were asked to request positions for a July assignment.

Lt Drost led a character development seminar on courage which as Aristotle pointed out is the mean between rashness and cowardliness.

Cadets Munzner and Thornell conducted a lesson on how to roll up battle-dress sleeves.

SENIOR MEETING

18 June, 2019

Major Bourque, the TRCS Ground Team Leader explained ground team operations to the air crews. Items covered were the hierarchy of qualifications, use of the L-per radio direction finder, communication with aircrews, and required documentation.

Major Farley conducted the monthly review of Squadron goals and objectives and the up-coming need for re-qualification training.

A review was conducted about the differences between the broadcast power and the information transmitted by the 121.5 MHz and 406 MHz emergency locator beacons.

COMMANDERS CUP

18 June, 2019

The 13th running of the CTWG rocketry contest , the Commander's Cup ended in a victory for Thames River Composite Squadron. Waterbury placed second and the Stratford Eagles were third.



This was TRCS's sixth victory. Stratford has had four wins and Waterbury won once. In 2014, Stratford and Thames River tied.

Twenty-five cadets represented the three squadrons and together entered a total of 38 rockets.

C/A1C Rachel Alexander took first place in the E2X class which required a plastic finned rocket decorated with a Civil Air Patrol theme. Cadet Masayda from Waterbury was first in the skill level 1 class, a simple rocket using balsa fins. She was followed by C/TSgt Elizabeth Burton whose rocket added 11 points to the Squadron total. The last class, skill level 2 consisted of multi-stage or load-bearing rockets. Burton took first and sealed the victory for Groton.



The Wing thanks the judges, George Planeta III and Ernest Mellor for their hard work evaluating the construction and painting. The Wing is also grateful to CATO, Connecticut's amateur rocket society for supporting our launches.



*Judges Planeta
and Mellor*

The Groton team consisted of Cadets Alexander, Minter, Burton, Schantz, Thornell, Jeznak, and Trinidad. Team coaches and advisors were Maj Bourque and Lt Kopycienski. SM Kopycienski and DCC Lt Thornell chaperoned. Lt Col Rocketto was CTWG Project Officer for the event.



Rocket Assembly



*Launch
Preparation*

CEREMONIAL RETIREMENT OF THE COLORS

Flag Day, 14 June 2019

Cadets Boudreau, Jeznak, Burton and Thornell assisted in the Niantic VFW ceremonial flag burning.

The United State Flag Code states that "The flag, when it is in such condition that it is no longer a fitting emblem for display, should be destroyed in a dignified way, preferably by burning."

Cadets from TRCS participated in the VFW flag burning ceremonies in Niantic. Lt Thornell and the Kopyciinskis supervised the cadets.



Cadet dispose of the National Ensign in a dignified ceremony

AEROSPACE HISTORY AND CHRONOLOGY

June 19, 1994 – HRH Charles, Prince of Wales, lands downwind at Islay Airport, Argyll and Bute, and over-runs the runway. None of the eleven on board are injured but the RAF BAe 146 suffered considerable damage when the nose gear collapsed.



The crippled British Aerospace aircraft was part of the Queen's Flight, equivalent to Air Force One.

The official inquiry seemed to suggest that poor crew resource management and an unstabilized approach were contributing factors to the accident. The aircraft touched down on its nose-wheel 1500 feet down the runway with 32 knots excess speed and a 12 knot tailwind.

The Captain and Navigator were held responsible. Prince Charles was not blamed although he was actually conducting the landing since he was listed as a passenger, not a crew member. Its good to be a prince.

Charles graduated from the RAF College, Cranwell, and regularly flew aircraft in The Queen's Flight although he gave up flying after the incident at Islay.

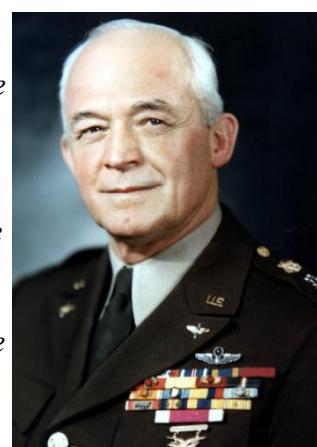


Officer Cadet Wales and his flight instructor conduct a walk-around of a DeHavilland Chipmunk.

June 20, 1941 – The United States Department of War creates the United States Army Air Forces, with General Henry H. Arnold as its first commander.



Hap Arnold at the controls of a Wright Model B, Wright School, Dayton, Ohio, in 1911. (photo credit: USAF)



General of the Air Force Arnold as a Five Star General. He is the only man to hold five star rank in two services, the USAAF and the USAF.

(Note the aviation badge under the ribbons.)

The aerial forces of the United States Army have had six name changes before the founding of the independent United States Air Force. From August of 1907 to July of 1914, it was the Aeronautical Division, Signal Corps.

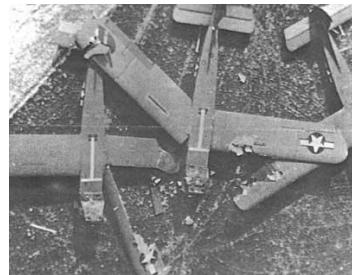
Signal Corps Aviation Badge, an Eagle grasping signal flags.



Between July 1914 and May 1918, the Army air element was known as the Aviation Section, Signal Corps.



1917 Aviation Section Badge



*wrecked CG-4
Hadrians on a
Normandy field.*

The Division of Aeronautics lasted or four days near the end of May, 1918.

On the 24th of May, 1918 to July 2, 1926, the Army adopted the name U.S. Army Air Service.



Army Air Service Badge
(Credit: csquest199)

In 1925, the aviators were upgraded to "Corps" status and the name U.S. Army Air Corps came into being.

Both the USAAC and the USAAF used the same insignia.



Just before entry of the United States into World War II, July 20, 1941, the Air Corps became the U.S. Army Air Force, name which lasted for about seven years until the founding of the United States Air Force.

June 21, 1944 – Ten glider pilots of the 437th Troop Carrier Group under the command of Capt. Roy Sousley was sent to France to survey the American airhead and determine how many gliders could be recovered by the aerial snatch method. Most gliders were unrepairable or located in unsuitable launch sites due to hedgerows, trees, or field length. A total of 13 D-Day WACO CG-14 Hadrian gliders out of a total of 517 were saved!



The picture shows the first glider pick-up at Normandy, It was taken on June 23, 1944 as the glider was being snatched from a field just SE of St. Mere Eglise France. by 1st Lt. Gerald "Bud" Berry, 91st TCSq, 439th TCGp.

(Credit: Yves Tariel)

June 22, 1941 – The Nazis launch Operation Barbarossa, the invasion of the Soviet Union. 1,489 Soviet aircraft are destroyed on the first day. This calls for desperate tactics. Lt. I. I. Ivanov of the 46th Air Regiment flying a Polikov I-16 destroys a Luftwaffe He 111 by ramming and is killed. Ivanov is made a Hero of the Soviet Union.

This is the first of 10 aerial rammings that day. On the second day of the war, another 1,000 Soviet aircraft are lost. The ramming tactic will be used 270 times during the war. Lieutenant Boris Kozvan survived a record four ramming attacks in the war.



June 23, 1913 – Igor Sikorsky's S-21 Russky Vityaz (Russian Knight) makes its first flight. The S-21 is the world's first four engine aircraft and designed exclusively as a bomber.



Nicholas II, Tsar of All Russia (behind top of ladder) speaks with Igor Sikorsky (standing in doorway from cockpit) on forward observation balcony of the Sikorsky S-21-Krasnoye aerodrome, St. Petersburg, Russia, 1913.



Igor decked out in his flying togs.

A freak accident ends the S-21 career. While parked, it is struck by a Gnôme rotary engine which tore loose from a plane overhead and hits it, an ironic end for the first bomber, destroyed by “bombing.”

June 24, 2013 – On July 22, Swissair Flight 17, an Airbus 330, Zurich to New York, lands at JFK with a shipment of \$93 million dollars in cash bound for the Federal Reserve Bank of New York.



Two days later, the Bank discovers that \$1.2 million is missing. The theft is discovered when a forklift operator notices a large gash in the side of one of the shipping containers, “big enough to put an arm through.” The estimated weight of a million dollars in \$100 notes is about 22 pounds,

not a very heavy load for a snatch, grab, and run robber. The FBI suspects that the heist was an “inside job” but there is uncertainty as to whether it occurred in Zurich or New York.

JFK is a popular place for thieves to make manifest their mischief. The Lucchese Crime Family stole \$420,000 from Air France in 1967 and some of the same gang returned in 1978 to swipe \$6 million in cash and jewels from Lufthansa. Those who remember Martin Scorsese's film *Goodfellas* may recall that the protagonist, Henry Hill, was connected with the Air France robbery and an associate of the mastermind of the Lufthansa theft.

The Editor of *The Coastwatcher* has had two direct experiences with attempted theft at JFK. In about 1968, I had landed at Kennedy with an Akai reel-to-reel tape recorder which the baggage clerk claimed had not arrived. I asked him to check the baggage room again. He walked to the door, gave a cursory look around, and said he could see nothing. I could see that the room was almost empty so I leaped the counter, entered the room and spotted my machine immediately. It was in plain sight.

In 1997, I was returning from a competition held in Victoria, British Columbia, Canada with five rifles. They came up missing. After listing all of the Federal, State, City, Local, and Airport authorities whom I would immediately notify, I finally convinced the baggage agent to let me search the partially open outside storage area. At first glance I saw nothing. Then I noted a tarp in a corner and peaking out from the edge was a rifle case. *Voilà!* Case solved.

June 25 – Big Day for First Flights



1919-Junkers F-13-An aircraft made entirely of metal. The skin is corrugated and the cantilever wing needs neither struts nor bracing wires.



1928-Boeing Model 83-The last biplane and the last use of wood by Boeing. The Model 83 will be developed into the classic Army P-12 and the Navy F4B.



1947-Boeing B-50 Superfortress-The Upgraded B-29 design.



1936-Bristol Blenheim prototype. A light bomber originally designed as a fast civil transport.



1955-Scottish Aviation Twin Pioneer prototype-STOL Aircraft-Note flaps and slats.



1975-Yakolev Yak-50 Aerobatic Superstar



1944-Ryan FR Fireball-The Fireball was powered by both a conventional radial piston engine and a turbojet.



Not to be confused with the 1949 unsuccessful Yak-50 jet fighter, a one-off design



1946-Northrop YB-35 Flying Wing over the high desert.



1997-Ka-52 Alligator combat helicopter NATO Code Name Hokum-B

