



Missions  
for America

*Semper  
vigilans!*

*Semper  
volans!*

Publication of the Thames River Composite  
Squadron  
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Civil Air Patrol

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Issue 13.25

16 July, 2019

### **SQUADRON CALENDAR**

20-21 JUL-LISP Missions  
20-21 JUL-Glider Flights-Springfield, Vermont  
23 JUL-Water Survival Academic Class  
25 JUN-TRCS Meeting  
27 JUL-Water Survival Practical Exercise  
29 JUL-International Air Cadet Exchange Support  
20-21 JUL-Glider Orientation Flights  
23 JUL-TRCS Meeting  
29 JUL-International Air Cadet Exchange Visit  
30 JUL-TRCS Seniors meeting cancelled  
10-11 AUG-LISP Missions  
10-17 AUG-CTWG Encampment  
19 AUG-National Aviation Day  
24-25 AUG-LISP Missions

### **ERRATUM**

In the last edition, *The Coastwatcher* failed to report that Cadet Elizabeth Burton was promoted to Cadet Master Sergeant.



*Burton reports to receive her new stripes.*

### **CADET MEETINGS**

*16 July, 2019*

Lt Drost led a character development seminar entitled "Bouncing Back," how to handle adversity when plans go astray.

### **SENIOR MEETING**

*16 July, 2019*

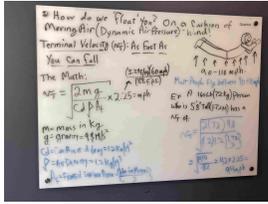
Maj Farley led a discussion about the recent USAF evaluation of Rhode Island Wing with especial emphasis on lessons learned.

Capt Johnson presented a comprehensive lesson on the purpose, operation, and use of the WIMRS system for tracking details of CAP missions.

### **INDOOR "SKYDIVING"**

*12 July, 2019*

Lt Michelle Martin led a dozen cadets and two seniors to Yonkers, New York to experience "body flying" in a vertical wind tunnel. Each participant was given pre-flight training and dressed in a flight suit and helmet.



*An introductory lesson about the physics of the “skydive.” and Cadets Skiles, Thornell, Bosse and Kelly “suited up.”*

The cadets then entered the vertical wind tunnel and under the guidance of an instructor, sustained aloft by a carefully controlled column of air.



*Cadets Minter, Stiles, and Kelly “in flight.”*  
(Photo Credit: Lts Martin and Thornell)

Cadets Alexander, Bosse, Martin, Kelley, Jeznach, Minter, Rathbone, Race, Skiles, Thornell, Trotochaud, and Trinidad and senior members Rathbone and Thornell assisted Martin in chaperoning the field trip.

### **RI USAF Evaluation** *13-14 July, 2019*

The USAF conducted the an evaluation of the Rhode Island Wing last weekend and CTWG

members assisted.

During an evaluation the Air Force presents a number of challenging scenarios involving search and rescue operations and grades the performances of the unit. Rhode Island requested assistance from Connecticut, New York, and New Jersey to support its incident command staff and air and ground operations.

Capt James Steer, CTWG Emergency Services Training Officer served as Ground Branch Director. Thames River's Maj Scott Farley led the Air Branch supported by Major Keith Neilson and Capt Charles Johnson

The TRCS Aircraft, CAP 604 crewed by Maj Noniewicz, Lt Spreccace, and Lt Col Doucette was initially given a photo mission to acquire imagery of the Pell-Newport Bridge.



*Doucette and Spreccace planning the initial photo mission.* (Photo Credit: Maj P. Noniewicz)

The Air Force is interested in seeing Wing reactions under the pressure of additional missions and changing circumstances. So Rhode Island received additional orders to search for a missing hiker on the South Shore and a downed glider, possibly between Danielson and North Central Airport.

The 604 crew was re-tasked and subsequently located the hiker 15 minutes after launch and relayed coordinates to Quonset Mission Base. They remained on station waiting for the ground teams to arrive. While on station 604 performed “high bird” duties, relaying ground team communications to Quonset. The Ground Team

Leader praised the crew of 604, stating that it was by far the best air crew with which he had ever worked! Lts Spreccace was cited for his clear, concise, and accurate radio work.

Unrelenting pressure continued. The Rhode Island aircraft sent to search for the missing glider failed to report on the half-hourly schedule so CAP 604 was ordered to search for it. The “missing” aircraft was located and 604 resumed the search for the missing glider.

They received the signal from its emergency locator beacon, tracked it to its source and reported the gliders ground position of mission base. By the end of the day Noniewicz, Spreccace, and Doucette had been airborne for 4.1 hours.

During the wrap-up and out-brief by CAP-USAF, LTC Murphy, lead evaluator, recognized two IC staff for their performance, specifically Maj Keith Neilson for his professionalism and capabilities in the AOBD area and Lt Christina Trotochaud, Safety Officer (and prior member of CT 075) for going beyond the standard requirements of the position. Both were awarded a challenge coin in recognition of their contribution.

The RI Wing Commander later communicated that the CAP USAF assessed the Rhode Island Wing as “Mission Ready.”

### **ACHIEVEMENTS**

SM Tina Gauthier has completed her Level I qualifications.

### **AEROSPACE CHRONOLOGY FOR THE WEEK**

July 17, 1953 – Lieutenant Guy P. Bordelon completed an aerial hat trick with his his fifth aerial victory when he shot down a North Korean Lavochkin La-9 which was engaged in night-time raids harassing United Nations ground forces. He became the only U.S. Navy ace in the Korean war, the only pilot to score all of his victories at night and the last American pilot to achieve acedom while flying a propeller driven aircraft.



His plane was a Vought F4U-5N Corsair named “Annie Mo” in honor of his wife and he was flying from the Marine Corps Base K-16, Pyongtaek, Korea.

Bordelon's quintet of kills was comprised of two Yak-18s and three Lavochkin La-11 aircraft and was accomplished in just over a calendar year.

July 18, 1943 – The U.S Navy blimp K-74 was shot down by the German submarine U-134 in the Straits of Florida. The K-74 carried a 10 man crew, a suite of anti-submarine detection gear, a .50 calibre machine gun and four 350 pound depth bombs. The submarine was a Type VIIC armed with one 88 mm and one 20 mm cannon.



*K-74 on Patrol. (credit:US Navy)*

The doctrine for Navy blimps required them to stay out of the range of the guns of surfaced submarines and call in surface and aerial assets better armed to attack the U-boat. The aircraft commander, Lt. Nelson Grills, USNR decided to attack because the submarine was headed towards two commercial vessels. The K-74 managed to damage the U-134 with a depth bomb but was

itslef critically damaged and ended up in the water. were rediscovered in 1974.



*K-28 gondola, sister ship of K-74 under restoration in the New England Air Museum. Goodyear operated the aircraft under the name Puritan in 1947 in an experiment using advertising signs attached to the sides of the envelope.*

The crew successfully abandoned ship but the blimp stayed afloat for eight hours and the Germans boarded, surveyed and photographed the wreckage. Nine of the crew members survived. The tenth, Aviation Machinist Mate 2nd Class Isadore Stessel was lost moments before rescue in a shark attack.



*U-134 under attack 10 days before the K-74 shoot-down.*

*The attackers were Martin PBM-3C Mariners from Navy US Navy Squadron VP-201.*



U-134 survived this attack but was sunk on August 24th off Cape Finisterre, Spain by a Vickers Wellington bombers No. 179 Squadron, RAF. Before its sinking, the U-134 transferred the photos of the blimp to another submarine and they

July 19,1943 – Soviet Air Forces fighter pilot Yekaterina Budanova is shot down and killed in a dogfight with a Messerschmitt Bf 109 over Luhansk Oblast. She managed to crash-land her burning Yak-1 in a field but succumbed to wounds.



*A Yak-1 fighter and Katya Budanova*



Katya is one of only two female aces, both Russians. She flew with the 586th Fighter Aviation Regiment, an all female unit.

July 20, 1936 – Aircraft played a significant role at the start of the Spanish Civil War. On this date, twenty Junkers Ju 52 aircraft ferried Spanish Nationalist troops from Spanish Morocco to southwest Spain. The rebellious Nationalists were commanded by General Francisco Franco who had been spirited to Africa from what was essentially an exile post in the Canary Islands.

Nine days earlier a British registered Dehavilland Dragon Rapide had departed London's Croydon Airport piloted by Charles Beeb and accompanied by Major Hugh Pollard who had strong ties to the British intelligence establishment.



*The Dragon Rapide which flew Franco to Morocco is now enshrined in Madrid's Museo del Aire.*

They were accompanied by Pollard's daughter and one of her friends and posed as tourists. They landed in the Canary Islands and on July 19, flew Franco to Tetuán in Spanish Morocco where he took command of the Spanish African Army.

The airlift of the Moroccan troops was made possible by support from Germany's National Socialist dictator, Adolph Hitler. In order to conceal Germany's intent to assist the Nationalists from overthrowing the legally elected Republican government, the Germans formed and funded two companies, ostensibly civilian: the Spanish-Moroccan Transport Company and the Raw Materials and Good Purchasing Company.



*Moors boarding a Ju-52*

The fascist leader of Italy, Benito Mussolini, eager to demonstrate the prowess of the Italian military and restore the glory of the Roman Empire joined in and supplied Savoia-Marchetti SM.81.



*Italy's contribution to the Spanish Nationalist airlift.*

Within a short time, the Germans and Italians abandoned the commercial cover and committed military forces, the *Legion Condor* and the *Aviazione Legionaria*. Three years later, the Republicans capitulated and Franco held power in Spain until his death, 36 years later.

July 21, 1919 – Everyone is familiar with the Goodyear blimps and all are cognizant of aircraft crashing into buildings but few know about the time a Goodyear airship crashed into a Chicago bank.

The Wingfoot Air Express was a type FD dirigible powered by two experimental rotary engines. On July 21st, she was employed shuttling passengers between Grant Park and the White City Amusement Park. A *Chicago Daily News* photographer requested that the pilot, Jack Boettner, fly over the Loop for some aerial photographs.



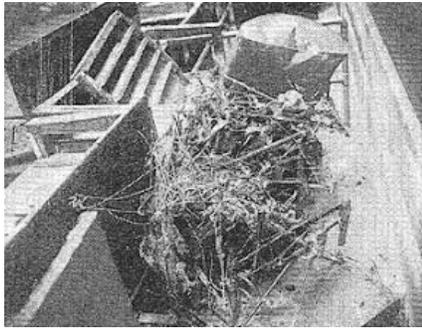
In late afternoon, while cruising at 1,200 feet, the Wingfoot Air Express caught fire. Crew and passengers bailed out. Only two survived, the pilot and chief mechanic.

The burning aircraft plunged into the Illinois Trust and Savings Bank in which 150 employees were shutting down after the conclusion of the day's business. The dirigible struck a large skylight directly over the main gallery and ten employees were killed by falling debris.



*The hole in the skylight.*

*The structural debris and engines in the bank gallery.*



The bank opened for business the next afternoon!

July 22, 1955 – First flight of the Republic XF-84H Thunderflash.

The late '40s and early 50's saw a wide range of experimentation fitting turbine engines into aircraft. A prime mover in this experimental derby was the U.S. Navy which was seeking ways to employ turbine powered aircraft on their carriers. The anemic early turbines were even combined with piston engines in an attempt to gain performance. Composite aircraft such as the Ryan FR-1 Fireball and the Curtiss XF-15C were two unsuccessful attempts to meet aircraft carrier performance standards.

Another tack was the use of the turbo-prop. Republic aircraft modified two of its successful F-84F Thunderstreaks by mounting an Allison turbine midships and employing a long shaft to connect it to a nose-mounted propeller. When the Navy dropped the contract, the aircraft was picked up by the Air Force. Only Republic test pilots flew the aircraft and their reports were damning.



Lin Hendrix told the Republic Project engineer that "You aren't big enough and there aren't enough of you to get me in that thing again." Another pilot, Hank Beard flew 11 flights, ten of which ended in forced landings! Aside from its numerous aerodynamic and mechanical faults, a singular problem emerged.

The outer portion of the 12 foot diameter periods were moving faster than the speed of sound even at idle thrust. At Mach 1.18, they generated a continuous and visible sonic boom. The shock wave could knock a man down and caused severe headaches and nausea on those nearby.

However, the aircraft was the first to carry a ram air turbine which could be extended in flight to provide back-up power for electrical and hydraulic systems. Many aircraft now incorporate this feature as an emergency power source.

Only two Thunderflashes were built. One eventually ended up at the Air Force Museum, The other was scrapped but reportedly its engine was incorporated into the test flight program of the Douglas A2D Skyshark, another dead-end in the Navy attempt to develop a turbo-prop powered carrier attack aircraft.

July 23, 1947 – VF-17A, the first US Navy jet squadron was assigned to Quonset Point, Rhode Island.



Twenty-four McDonnell FH Phantom equipped the squadron and on May 5th, 1948, they deployed aboard the light carrier USS Saipan becoming the Navy's first operational jet carrier squadron.

With performance barely exceeded propeller driven fighters of the time and its inability to carry bombs led to their early retirement.