



Missions
for America

*Semper
vigilans!*

*Semper
volans!*



If you are to be, you must begin by assuming responsibility. You alone are responsible for every moment of your life, for every one of your acts.

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

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CADET MEETINGS

23 July, 2019

An aerospace session focused on glider activities.

A safety briefing and current affairs briefing was held.

C/2dLt Munzner spoke about his experiences at the Honor Guard Academy in Virginia.

30 July

A movie, *Top Gun*, was shown.

SENIOR MEETING

23 July, 2019

The meeting was dedicated to the academic portion of the water survival course.

30 July, 2019

No Meeting

GLIDER ORIENTATION FLIGHTS

20-21 July

The two trips to CAP's glider facility at Hartness State Airport in Springfield, Vermont was 50% successful. Cadets Skiles, Rathbone, Minter, Higginson, Jeznach and Boudreau flew on Saturday.

Issue 13.26

30 July, 2019

SQUADRON CALENDAR

06 August-Staff Meeting/Leadership

10-11 AUG-LISP Missions

10-18 AUG-CTWG Encampment

13 AUG-No Meeting

17 AUG-National Aviation Day

17-18 AUG-LISP

20 AUG-TRCS Meeting/CD & Promotions

24-25 AUG-LISP Missions, Stewart Air Show

27 AUG-TRCS Meeting/Aerospace

14-15 SEP-LISP

Unfortunately turbulence forced a cancellation of the Sunday flights and Cadets Thornell, Trinidad, Haynes, Trotochaud, Alexander and Burton ended up at a pool party at the Thornell residence.

training, the Water Survival pool test (conducted in Rogers Lake, Lyme CT) and successful completion of the Overwater Survival Course Knowledge Test.

LISP MISSIONS

20-21 July

TRCS flew four missions over the weekend. Aside from minor weather issues, nothing untoward occurred and no taskings were received from USCG Sector Long Island Sound.

Saturday's early flight was crewed by Maj Neilson, Lt Col Doucette, and Lt Sprepace. Lt Sprepace and Maj Nelson flew the second mission.

On Sunday, Lt Sprepace, Maj Noniewicz, and SM Orin took the first flight and Maj Noniewicz and Lt Sprepace flew the evening mission.

*Rub-a-Dub-Dub
Three Men in a Tub*



Which Way to Tahiti?



WATER SURVIVAL TRAINING

23 July & 27 July

Submitted By

Maj Scott Farley

This past week the following members gained their Mission Scanner qualification-2d Lt Likuvu Chebelyon-Dalizu and SM Jason Otrin. With the Mission Scanner qualification under their belt, both joined two other members, Capt Charles Johnson and SM Josh Snow for initial Water Survival qualification on Saturday July 27. The Mission Scanner qualification is a prerequisite to train for taking the Water Survival course.

Currently qualified Water Survival members took advantage of this to re-qualify as well. This included LT Col Richard Doucette, Maj Keith Neilson, Maj Paul Noniewicz, and Maj Scott Farley.

The Water Survival course requires the in-classroom review of CAP's Over Water Survival

The Groton based squadron is one of the three "hubs" supporting the Long Island Sound Patrol (LISP) mission along with Oxford and Hartford based squadrons. The Water Survival qualification is required to participate on this mission. The addition of four more qualified crew members certainly strengthens Groton's ability to continue in supporting the LISP mission.

INTERNATIONAL AIR CADET EXCHANGE

29 July

Thames River Composite Squadron hosted 25 members of the International Air Cadet Exchange when they visited southeastern Connecticut.

The IACE contingent stayed at Camp Nett in Niantic and visited the Submarine Forces

Museum, the U.S.Coast Guard Academy and USCG Station New London, and the 1109th TSMAG helicopter maintenance facility.



Cadets Schantz, Trotochaud, and Minter joined the IACE on board the USS Nautilus.

Coast Guard Station Cape Cod has been invited by the Connecticut Airport Authority and will participate.

A number of aircraft will be on the flight line and open to visitors.

TRCS will have an interactive display in the terminal and an aircraft and vehicle on the ramp.

Lt Joanne Richardson is coordinating our display and is looking for volunteers.

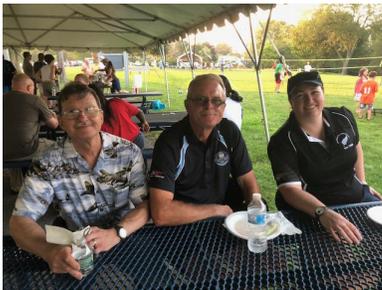
AEROSPACE CHRONOLOGY FOR THE WEEK

Maj Bourque, a former submariner served as a docent at the Submarine Forces Museum.



July 31, 1944 - Antoine de Saint-Exupéry, pioneer pilot and author of *The Little Prince* disappears while on a reconnaissance mission out of Corsica. Seventy-five years later, the aircraft wreckage and his bracelet are found off the coast of France

Afterwards they were transported to McCook Point Beach and Park in Niantic where 50 members of the TRCS family met them for a barbecue and chin-wag.



Maj Bourque with two IACE chaperones, Varry from the UK and Rene from New Zealand.



St. Ex's Bracelet

August 1, 1943– The WACO CG-4 assault glider was built by a number of sub-contractors, one of which was Robertson Aircraft Company of St. Louis. While conducting a publicity flight over Lambert Field, a wing strut fails and the starboard wing departs the fuselage.

GON OPEN HOUSE

The anniversary of Orville Wright's Birthday, National Aviation Day, will be celebrated on August 17th at Groton-New London Airport.

SM Jason Ortiz is coordinating the drone exhibition.

Our former Cadet Commander, Lt (jg) Brendan Flynn, USCG who now flies helicopters out of



The pilot, mechanic, and two Robertson officers and five St. Louis officials are killed. The failed component had been manufactured by a Robertson sub-contractor, Gardner Metal Products, a casket maker.

August 2, 1947 – The British South American Airways AVRO Lancastrian, *Star Dust* disappears on a flight from Buenos Aires to Santiago.



Stardust

A search fails to find any wreckage. Forty-one years later, two Argentine mountaineers are climbing Mount Tupungato and stumble across a Rolls-Royce Merlin engine and metal shards. Two years later, an Argentine Army expedition discovers more wreckage. Much of the wreckage was buried in the glacier and is expected to emerge as the glacier naturally travels down-hill.



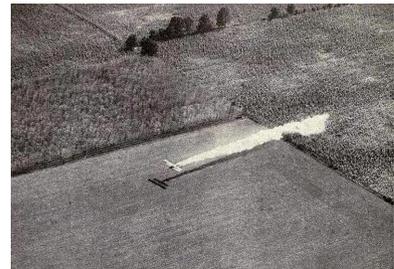
Landing Gear and a Roll-Sroyce engine.

Inspection of the crash site indicates a head on collision with the glacier, controlled flight into terrain. The suspected cause is unpredictable jet stream winds which blew the airliner off course and decreased its speed which led to a mistaken position and disaster.

August 3, 1921 – Lieutenant John A. Macready of the U. S. Army Air Corps pioneers crop-dusting when he sprays a field infested with caterpillars. Field engineer Etienne Dormoy designed the hopper and operated in during the flight.



Macready and Dormoy in front of their Curtiss JN-6 duster.



Macready is the only three time recipient of the Mackay Trophy, awarded for the most meritorious flight of the year and he performed the hat trick in three successive years, once for setting an altitude record, next for a trans-continental flight, and finally for an 36hr 4 min 32 sec endurance flight.

August 4, 1959 – The first medical evacuation by helicopter from a Mobile Army Surgery Hospital (MASH) team takes place when an Air Force Sikorsky S-51 flies out a casualty from a fire fight along the Pusan Perimeter.



S-51 at Work

A movie and long-running TV series, MASH featured the use of the Army Bell H-13 Sioux which were most commonly used.



Bell H-13

The MASH system of swift aerial evacuation to a hospital unit located close behind the front lines decreased post-evacuation mortality from 40% in WWII to 2.5% in Korea.

August 5 – A bad day for test flights.

1944 – The experimental Fisher XP-75 Eagle crashes just north of Cleveland after an explosion and fire at 23,000 feet. The test pilot, Russell Weeks rides it down but bails out at 4,000 feet



1945 – The first production Martin JRM-1 Mars crashes during a landing test when the failure of the vertical stabilizer's leading edge induces severe porpoising, a loss of control, and the subsequent break-up of the aircraft.



1946 – A Douglas C-74 Globemaster crashed near Torrance, California when it sheds a wing during an overload test dive. All four crew survive the bail-out.



(Photo Credit: Jack Ford)

1952 – A Convair B-36D operated by the manufacturer is engaged in a normal shake-down flight after a modification. The number 5 engine catches fire and falls off the wing and the crew bails out. Over water. Six are rescued but one drowns. The pilot, David H. Franks, stays with the aircraft to guide it away from a populated area. He is lost and his body is not recovered.



1954 – The first pre-production Douglas A2D-1 Skyshark suffers a failure to the complex gear-box which connects the counterrotating propellers to the turbine engine shaft. Test pilot George Jansen can find no reasonable landing site and ejects. A month later the Skyshark program is cancelled.



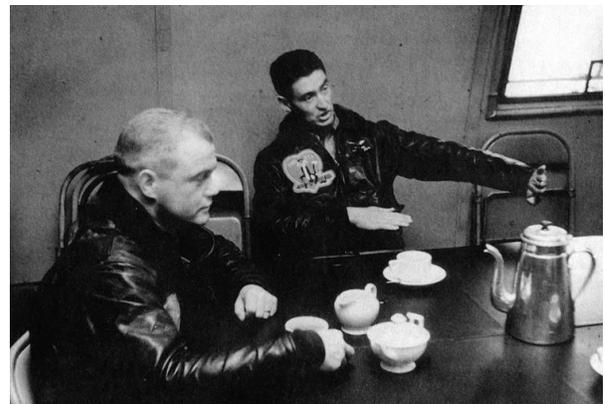
August 6, 1953 – Ted Williams returns to the Boston Red Sox after serving a tour of duty as a USMC pilot in Korea. Williams flew 39 combat missions in the Grumman F9f-5 Panther.



Williams got hit on one of his first missions while flying with John Glenn. He elected to stay with the airplane and returned to Seoul, bellying in with no flaps.



Williams' Panther, after the belly landing, covered with fire suppressant foam.



Major John Glenn (L) and Captain Ted Williams having coffee and chit-chatting at K-3 Air Force Base in South Korea, 1953. (Credit: Bill Nowlin)

Later, Glenn flew a North Americana F-86 Sabre on exchange with the USAF and shot down three Korean MiG-15s.

He went on to set a transcontinental speed record flying a Vought RG-8 Crusader. It was the the first supersonic crossing of the United States and also took the first continuous transcontinental panoramic photographs.

A Project Mercury astronaut, Glenn was the first American to orbit the earth. After retiring from NASA, he served three terms as an Ohio senator and flew in space once again aboard the *Discovery* space shuttle.