



Missions
for America

*Semper
vigilans!*

*Semper
volans!*

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

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Issue 13.29

20 August, 2019

SQUADRON CALENDAR

24-25 AUG-LISP Missions, Stewart Air Show
27 AUG-TRCS Meeting/Aerospace
03 SEP-TRCS Meeting
10 SEP-TRCS Meeting
14-15 SEP-LISP
17 SEP-TRCS Meeting
21-21 SEP-Maintenance (Tentative)
24 SEP-TRCS Meeting

CADET MEETING

20 August, 2019

Lt Drost, Character Development Officer, led a seminar which reviewed the past six months topics, reviewed core values, and discussed the character of confidence.

SENIOR MEETING

20 August, 2019

Maj Farley discussed the Fly-A-Teacher Program, the purpose and use of our squadron operations manual, and the DAART equipment. Officers noted.

Plans were made for our maintenance day and a standardized written plan for participation in public events.

PROMOTIONS, AWARDS, ACHIEVEMENTS

Cadet Promotions



Cadets Aiden Bourdelon, Joseph Busher, and Olivia Busher were promoted to Cadet Airman and awarded the Curry Ribbon.





Cadet Colin Higganson was promoted to Cadet Staff Sergeant and received the Wright Award.

Cadet Michael Rathbone received the Feik Ribbon and promotion to Cadet Senior Airman.



Cadet Second Lieutenant Rhys Thornell received a ribbon device for his second year at encampment

Awards and Commendations



Cadet SrA Rachel Alexander

Cadet Senior Airman Alexander was awarded the Honor Basic Cadet award at ceremonies held at the CTWG Encampment, Camp Nett, Niantic. This is the highest honor for a first-time attendant. She was selected from the 150 basic cadets for her outstanding performance during the week.

ACE Academy

C/SSgt Seth Trotochaud represented the TRCS cadets at the first session held in July. He ably assisted Lt Col Bright in bringing the CAP message to the enrolled middle-schoolers.

Maj Paul Noniewicz passes a Form5 check-ride and re-qualified as a CAP pilot.

Maj Scott Farley re-qualified as an Airborne Photographer.

Lt Michael Kopycienski was commended by Capt James Steers, CTWF Staff, for the superb job he did running commo at the 2019 encampment.



NATIONAL AVIATION DAY

Wilbur Wright's birthday is celebrated as National Aviation Day and last Saturday, the Connecticut Airport Authority and the Mystic Chamber of Commerce organized a wide range of public activities at Groton-New London Airport.

The Coast Guard brought in an CASA HC-144 Ocean Sentry and set exhibits by the International Ice Patrol and the planned Coast Guard Museum. A Connecticut Army National Guard Blackhawk was on the ramp as well as our CAP 182 and our Ford Explorer. A number of other aircrafts were on display from the Daher 930 to general aviation aircraft to amateur constructions.

The TRCS indoor display was set opposite the FAA ACE Academy table and a number of youth and adults came by to "fly" the flight simulators and look at our exhibits highlighting cadet projects. Lt Joanne Richardson organized our presentations and many members of the squadron assisted.

Cadet Schantz and Lt Richardson struggle to hang our banner.



Lt Col Kinch demos the commo panel for an interested visitor.



Lt jg Flynn, Major Farley, and Lt Col Nowakowski, CTANG chat on the ramp.

Major Bourque explains the L-Per radio direction finder.



*Future cadet (?) operates a model turbine.
(Credit: R. Bourque)*

C/1st Lt Schantz observes an adult as he tries his hand on the simulator.

(Credit: R. Bourque)



TRCS members present were Cadets Alexander, Andrejczyk, Bosse, Burton, J. Busher, O. Busher, Jaznach, Schaffer, Schantz, and Thornell. Senior members on-site were R. Bourque, L. Bright, T. Ceniglo, S. Farley, L. Kinch, M. Kopycienski, P. Noniewicz, J. Richards, S. Rocketto, and J. Thornell.

MISSIONS

DAART

On August 18 the Groton crew flew LISP with Command Sergeant Major William Wright. CSM Wright is a member of the CT Army National Guard and is their DAART administrator. The flight provided the opportunity to show CSM Wright CAP's DAART capability.

The crew consisted of Major Farley, and Mission Pilot, Capt Devin Pedone Mission Observer/DAART operator.

The acronym stands for Domestic Operations Awareness and Assessment Response Tool. DAART is a web-based, geospatial intelligence, or GEOINT, capability designed, developed and operationalized by the National Guard Bureau Joint Intelligence Directorate in partnership with the Army's Space and Missile Defense Command. DAART provides both civil and military first responders the capability to process and share enhanced situational awareness information.

LONG ISLAND SOUND PATROL

Two sorties were flown on the 18th. The first sortie carried DAART equipment and a CTANG observer and is recorded above.

The second sortie was piloted by Lt Adam Spreccace with Capt Charles Johnson as observer and SM Jason Otrin in the scanner seat. No tasks were assigned and the sortie was terminated by incoming weather.

INTERNATIONAL AIR CADET EXCHANGE

IACE

The IACE is a 16 member organization whose aim is to foster international understanding, goodwill and friendship among young people who have an interest in aviation. The major program is an annual exchange of air cadets among participating organizations. The last cadet from TRCS who

participated was Brendan Flynn, now a USCG pilot.

This year, CTWG had the honor of assisting in the tour by the group visiting the United States. NER's responsibility was to assist them in their travels from Boston to Washington.

Lt Thornell was the facilitator in our area. She met the group in Rhode Island and got them settled at Camp Nett. During their stay in New London County, the visited the US Coast Guard Academy and Coast Guard Station, the 1109th TSMAG and the Submarine Forces Museum.



*Maj Bourque,
former
submariner,
briefs the IACE
participants
about the
Submarine
Forces Museum
exhibits.*

TRCS members assisted including Maj Bourque and Lt Martin. The final activity was an outing at McCook Point in Niantic.

AEROSPACE CHRONOLOGY



21 August, 1941 - Lt. Eugene M. Bradley, 64th Pursuit Squadron was killed when his P-40 crashed during dogfight training. In January, Army Airfield, Windsor Locks, was renamed Bradley Army Air Field.

Lt Eugene M. Bradley and the Curtiss P-40 Warhawk.

22 August, 1952 – First flight of the Saunders-Roe SR.45 Princess. Only one was completed before cancellation of the program. The Princess was the largest all-metal flying boat ever built. The plan was to utilize them on the British Overseas Airways Corporation overseas flight but the age of the flying boat ended with the end of WWII and the advent of turbojet aircraft.



Taxi Test (Credit (San Diego A&SM)

The aircraft and two uncompleted prototypes were stored. In the 1950's the US Navy expressed interest in fitting them with nuclear power plants but this plan came to naught. NASA's space program required the transport of transporting the first stage of the Saturn 5 by air. However, the completed aircraft and the two partially finished ships were found to be badly corroded and they were broken up for the scrap value in 1967.

23 August, 1948 – In order to provide long range escorts and small fast reconnaissance aircraft, the USAF experimented with attaching parasite aircraft to a mothership.. The concept involved attaching a fighter-type aircraft to a bomber which would then carry it into combat, releasing it when needed. After its mission, the fighter would be recovered. Projects operated under the names FICON (Fighter Conveyor), and Tip Tow

The first of these was the McDonnell XF-85 Goblin parasite fighter. On the first full test flight, the test pilot was unable to hook up to the EB-29 mothership due to the turbulence. The aircraft was damaged and the test pilot successfully made a belly-landing on Muroc Dry Lake.



*The “trapeze”
(Credit:
National
Museum of the
USAF)*



*ETB-29A carrying two EF-84D Thunderjets
(Credits: USAF)*



A Goblin in front of a B-36 on display at the Strategic Air Command Museum in Oklahoma.

Later experiments generally used Republic F-84s and B-36s. Tow Tip hooked the F-84s to wingtips of the bombers.



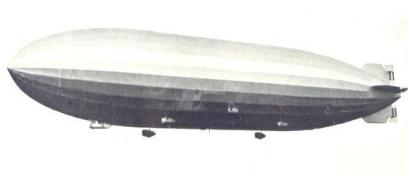
YRF-84F displays the hook which engaged the trapeze.



*B-36 launching
F-84F Thunderstreak*

Limited success followed but the technique required above average piloting skill. The introduction of the Lockheed U-2 made the reconnaissance function redundant and the B-36s were retired with the introduction of B-47 Stratojets and the B-52.

24 August, 1921 – The Kaiser's dirigibles proved the utility of the rigid airship as a weapon of war. The United States Navy decided to purchase the R38, a British long-range patrol aircraft and incorporate it into the US fleet as the ZR-2.



She was the largest airship in the world. During a high speed maneuvering test, the structure failed and the R38 crashed into the Humber Estuary, killing 44 of the 49 aboard. Investigation revealed an inadequacy in the structural testing performed by the builder.

*Maj Marion
Carl and
Commander
Turner
Caldwell pose
with the
“Crimson Test
Tube.” (Credit:
Nat'l Museum of Naval
Aviation)*



25 August, 1947 – The Douglas D-558-1 Skystreak flown by WW II ace, Maj. Marion Carl, USMC, established a new speed record over the 3 km course, 650.797 mph. He broke the record of fellow test pilot Commander Turner Caldwell.

The Skystreak was a USN/NACA research aircraft of conventional straight wing turbojet designed to explore transonic and supersonic flight. However, it could only fly supersonic in a dive.



Skystreak on display in front of the Naval Aviation Museum, Pensacola, circa late 1960's.

The use of the turbojet and the ability to take off under its own power added value in that it could be used in extended flight missions without the use of a mothership. The three aircraft completed 228 flights and made important contributions to studies of the transonic regime.



Later, the aircraft were painted white. This is on display at the Carolinas Aviation Museum, Charlotte, N.C.

26 August – Non-pilots Set Aviation Longevity Records

1988 - Mehran Karimi Nasseri, an Iranian refugee, begins what would be an 18 year layover in Charles De Gaulle Airport in Paris.



*Nasseri in the living quarters at the airport.
(Credit: St. Martin)*

Repeated issues with paperwork and the French and British bureaucracy, Nasseri could not legally leave the airport. He aggravated the situation by refusing to sign documents which would have effected his release.

Nasseri spent his time reading. He was supported by good samaritans who provided necessities. In 2006, he fell ill and was released to the Red Cross and now lives in a Paris shelter.

2012 – Ron Akana retires as the longest-serving flight attendant in history. He joined United Airlines in 1949 and except for two years of military service, spent 61 years as a United steward.



(Credit: Jamie Schwaberow for The New York Times)

He covered 200 million miles and made over 10,000 trips between Hawaii and the West Coast. Ironically, one of his reasons for taking the job was because it "...meant getting to the mainland" whereas so many of the people he serviced were primarily interested in getting to Hawaii.

27 August – First Flights for Two Early “Jets.”

1939 – First flight of the Heinkel He 178. Powered by an engine designed by Hans Ohain, the plane flew less than a week before Germany started WWII in Europe by invading Poland. The aircraft has a metal fuselage, wooden wings, and what was essentially a fixed undercarriage. A private venture by Heinkel, the aircraft failed to impress the Luftwaffe and it was retired to a museum.

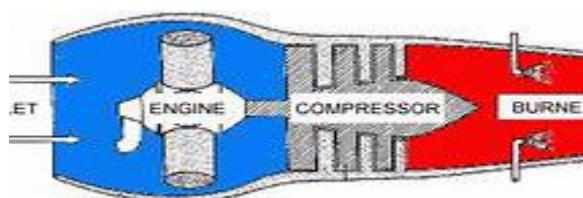


1940 – First flight of the Caproni Campini N.1. The N.1 was unusual in that it had a turbine driven by a conventional reciprocating engine. It can be thought of as a technology demonstrator which showed that turbines could be utilized in aircraft as a primary power plant.



Note the open canopy. It had to be kept open to keep the cockpit cool. It was a hot-running engine and just forward of the pilot.

The design of the engine and its placement was interesting. The reciprocating engine was in the nose and drove a compressor which forced air into the burner where it was ignited. The engine was known as a thermojet.



Thrust was increased by the addition of the heat from the reciprocating engine added to the total air flow. However, the thrust was too little and the performance of the aircraft was mediocre.



The inset is Secondo Campini. The aft end of the fuselage was removed to allow visual study of the combustion in the burner.

Some much heat was created that the plane had to be flown with an open canopy to avoid roasting the pilot. The aircraft was considered to be the first jet aircraft but shortly after its introduction, the aviation community learned about the He 178 which had flown a year earlier.

The aircraft performance was lackluster and could not match some of the conventional prop planes of the time. Two were built and one is preserved in the Italian Air Force Museum at Vigna di Valle on the shores of Lake Bracciano.