



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

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Issue 13.31

03 September, 2019

SQUADRON CALENDAR

10 SEP-TRCS Meeting
14-15 SEP-LISP
17 SEP-TRCS Meeting
21-21 SEP-Maintenance (Tentative)
24-24 Sep-Last LISP mission for TRCS
24 SEP-TRCS Meeting
29 Sep-Scarecrow Festival-Preston
12/13 OCT-CTWG TRANEX tentative
29 OCT-Fruit Sale Begins

CADET MEETING

03 Sept., 2019

Missions for America After PT, C/MSgt Burton gave a safety briefing.

Semper vigilans! C/2d Lt Thornell discussed his staff duty assignment.

Semper volans! As usual, the cadet radio crew checked in with the CTWG net.

Cadet staff members reported about the staff duty assignments and C/2d Lt reviewed the chain of command

SENIOR MEETING

03 Sept., 2019

Staff Meeting

Department heads briefed the squadron on the status of their responsibilities.

Lt Pineau spoke about aircraft maintenance and a discussion ensued about maintaining a correct level of oil in the aircraft.

Lt Kopycienski said that the new radio had been installed and is operational. Squadron members should complete the on-line course and prepare to take practical instruction.

Kopycienski also reported that Thames River qualified 70% of the squadron, both officers and cadets in the Introductory User Training program. Eighty-seven percent of the officers and 46% of the cadets now hold ICUT certification.

Squadron Commander Farley announced that a work party will meet at 1100 on Friday, the 20th to rebuild the stairs between the two main trailers.

Farley also announced that 100% of our cadets have flown on at least one orientation flight.

Lt Col Rocketto reported that 77% of our senior members have earned the Yeager ribbon. He noted that of the five seniors that have not received the award, three are new members concentrating on completing the orientation program. Instructions on how to earn the award will be sent to all of those who have not do so.

ORIENTATION FLIGHTS

C/Amn Noah Bosse and C/Amn Aiden Bordelon logged their first orientation flight experiences. The flight was Groton-Windham round-robin with the two cadets switching seats in Willimantic. The Squadron now has 100% of our cadet corps credited with at least one flight.



Bordelon and Bosse performing a pre-flight check.

TRAINING ACHIEVEMENT

Lt Adam Spreace successfully completed his annual Form5 check-ride and qualified as an orientation pilot.

MEET A MEMBER

Lt Michael Kopycienski

A personal contact is the best recruiting tool. First Lieutenant Michael Kopycienski came to Thames River through his grand-daughter, Cadet Elizabeth Burton. He was approached by the then Deputy Commander of Cadets , 1st Lt Steven Schmidt to become a sponsor member and he and his wife SM Clara Kopycienski enrolled.

When the stations radios failed on night, Mike resourcefully used the vehicle radio to maintain contact.



Schmidt was just finishing his doctorate and knew he would be moving. An amateur radio enthusiast, he also held the post of Squadron Communications Officer. Steve recognized Mike's talents and assisted with his training. At the time Mike was still a senior member and immersed in the orientation program but Steve suggested he enroll in a course offered by local members of the Amateur Radio Relay League and qualify for an amateur license.

While completing all of the required courses to qualify for a lieutenancy, Mike completed the radio training, took the Federal Communication Commission tests and earned both Technician and General operator privileges. Within a short time, he also qualified as a Mission Radio Operator.

The unrelenting Schmidt then sent Mike to an auction of ham equipment and for \$230, he had the fundamental equipment for his "ham shack." Before long, Mike was Thames River Communications Office. In this position, he continued the Introductory Communications User Training and the Squadron has the largest number of qualified operators in the Wing. He also faithfully operates the Wing FM net with cadets on site and from his home. To add frosting to the cake, Mike also equipped himself with a high frequency rig and is one of five members in the Wing active on the CAP HF net.

Mike is a 21 year Navy veteran. His first ship was the Knox class frigate, USS Trippe. He then volunteered for submarines and served on tour on the *USS Andrew Jackson*, a ballistic missile boat and became a plank-owner when the fast attack USS Portsmouth was commissioned. Afterwards, he served in a number of shore billets, primarily concerned with instructional duties and direction of maintenance operations. He retired as a Senior Chief Petty Officer.



*Commissioning Ceremony aboard USS Portsmouth
Where's Mike?*

Afterwards, he worked for Davis-Standard Corporation testing electronic controls and as a contractor with a number of companies serving the local defense industry.

Mike graduated from the Northern Chester County Technical School in Pennsylvania where he studied auto machine and has oft demonstrated his skills as a fixer-upper around the Squadron. Members are hoping that he sees fit to teach some of the techniques he learned when he worked at a whiskey distillery.

Aside from radio, Mike is a member of the Groton Sportsmen's Club and serves as the chairman for the range committee and is an active competitor in the New London County Pistol League

AEROSPACE CHRONOLOGY

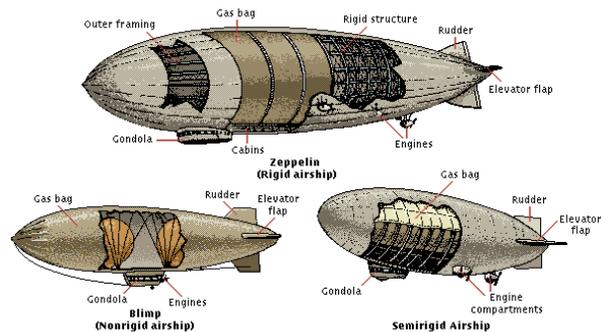
Sept. 4, 1997 – First flight of the the Zeppelin NT, a German semi-rigid airship. The class name, 'NT' derives from the German phrase “*Neue Technologie*”.

The NT ships are equipped with three 190 HP Lycoming engines. The two forward engines are fitted with swiveling propellers which can range from 90° upward to 30° downward which increase maneuverability. The rear engine has one propeller laterally mounted and a second at a 90° angle to the longitudinal centerline which allow the capability of swiveling on its vertical axis.



Goodyear' Wingfoot One (Credit: Levdrp)

A semi-rigid airship has a keel-like structure and maintains its shape by gas pressure. A rigid airship is constructed with a framework enclosing the gas bags. A blimp has no internal structure and maintains its shape by gas pressure.



The “spherical” bags seen inside the blimp are ballonets. They are similar to the trim tanks on submarines. Instead of water, the volume of air can be adjusted to maintain buoyancy.

Sept. 5, 1986 – Four Palestinian terrorists hijack Flight 73, a Pan American Boeing 747 on the ground at Jinnah International Airport in Karachi, Pakistan. Shooting on the ground kills two Kuwaitis working on a nearby aircraft.

The terrorists board the 747 but the cockpit crew, warned by a quick thinking cabin attendant, manages to escape via the cockpit emergency hatch. The aircraft is immobilized.



The hijacked 747-Clipper Empress of the Seas

The hijackers were members of Abu Nidal, a Palestinian terrorist organization supported by Mummar Gaddafi's Libya. They seized an Indian-American on board and shot him, throwing his body onto the ramp and stating that they would continue to murder passengers pilots were supplied. Their intent was to fly to Cyprus and Israel and demand the release of terrorists held by the Israelis. No pilots were forthcoming and negotiations and a siege commenced.

The flight attendants were ordered to collect the passports of Americans. This they did and then hid them. One of them also surreptitiously handed a passenger who was sitting by an emergency exit, instruction on how to do so. Night fell and when the aircraft's internal batteries died, the plane's cabin became dark. The terrorists panicked and started shooting. Emergency doors were opened and passengers and crew abandoned the ship. Two attendants, on the wing, re-entered the cabin to assist passengers to depart via a deployed emergency slide.

Deployed slides and opened emergency doors.

(Credit: Salt Lake Tribune)



The gunfire died down and the terrorists fled but were captured by the Pakistani military. Two of the attendants were killed. As were about 20 others. One, Senior Flight Purser Neerja Bhanot was fatally wounded while shielding three children. She was awarded The Ashoka Chakra, India's highest award for gallantry in peacetime.



Indian Stamp Honoring Neerha Bhanot

The cabin crew of PanAm Flight 73 demonstrated the highest standards of selflessness, fidelity to duty, and courage and stand as exemplars for the aviation industry.

Sept. 6, 1910 – Blanche Scott, taking flight instruction from Glenn Curtiss, lifted off during taxi practice and successfully landed, becoming the first woman to solo and aircraft in the United States.



Six weeks later, Scott made her first appearance with the Curtiss exhibition team at an air meet in Fort Wayne, Indiana. She developed a routine which included various aerobatic maneuvers and became known as the “Tomboy of the Air.”



Two year later, Scott started working for Glenn Martin as a test pilot but after a serious accident retired in 1916. She continued to exhibit a passion for aviation and after a long career in the media became the first American woman, in 1948, to ride in a jet aircraft, a TF-80C piloted by Chuck Yeager. In 1954, Scott worked with the Air Force Museum specializing in the acquisition of materials from early aviation and working in public relations.



Sept. 7, 1956 – Captain Iven C. Kincheloe set a new altitude record of 126,200 feet flying the Bell X-2 Starbuster.

The X-2 was the successor to the Mach-busting X-1 and designed to explore the problems inherent in aerodynamic heating, the “thermal thicket.” Unlike the X-1, the Curtiss XLR25, based upon a variable-thrust JATO engine designed by Robert Goddard, was throttle-able.



X-2, B-50 mother ship, support crew and chase planes on the ramp at Edwards AFB.

(Credit: NASM/NACA)

Three weeks after Kincheloe set the altitude record, Captain Milburn Apt became the first man to exceed Mach 3 but was killed after the aircraft entered an uncontrollable tumble after turning back to base.



Milburn Apt seated in the cockpit. Iven Kincheloe stands alongside (Credit: NASM/NACA)

Sept 8, 1974 – TWA Flight 841, bound from Tel Aviv to New York, crashed into the Ionian Sea after a bomb explodes in the cargo hold. Eighty-eight people die.



*A TWA 707, the same model as the hijacked jet.
(Credit: Michael Gilliland)*

Authorities suspected that the Abu Nidal terrorist organization was involved and a Palestinian youth organization took credit. Years later Khalid Duhham Al-Jawary who was convicted of planting three car bombs in New York City in 1973 was implicated.

Al-Jawary claimed membership in Hamas and the Palestine Liberation Organization. Captured in 1991, he served 16 years in prison and was deported to Sudan.

Sept 9, 1943 – The battleship *RM Roma* is sunk. Italy had just signed an armistice with the Allied powers and the *Roma* was sailing to Malta via Sardinia.



The RN Roma

The Luftwaffe dispatched a flight of Dornier Do 217 bombers carrying the Ruhrstahl Fritz-X radio controlled glide bomb. Two direct hits, one into a magazine led to a catastrophic explosion which broke the *Roma* in half.



*Fritz-X and the D0
217 delivery
aircraft*



The Roma's magazine explodes

September 10 – First Flights of Two Twin Boom, Twin Engine Cargo Aircraft

1944 – First flight of the Fairchild C-82 Packet. The Packet's unique design allowed cargo to be loaded directly into its fuselage through its aft clamshell doors. Production was limited. The

aircraft was underpowered and was soon succeeded by its scion, the far more successful Fairchild C-119 Flying Boxcar.



The Packet was a workhorse in the old Troop Carrier Command.

The Packet flew for some nations south of the border but no indication that it ever served in combat. The Editor of *The Coastwatcher* faintly remembers seeing scenes of Packets dropping bales of hay to stranded cattle during Operation Haystack during the harsh winter of 1948-49.

Some were also used for aerial tankers with some of them being outfitted with a Stewart-Davis jet pack installed above the cabin. TWA used the Packet for cargo operations with the jet pack



(Credit: Christian Volpati)

.1949 – First Flight of the Nord N2500 Noratlas. A study of the specifications of both the Packet and the Noratlas indicate that the older C82 was a superior aircraft but twice, around 400 were built.



Portuguese Nord 2502 with auxiliary jets mounted on the wing-tips.

The Noratlas was incorporated into at least five air forces and served in combat during the French colonial wars and the joint French-British invasion of Suez. Greece used them to transport troops to Cyprus following the Turkish invasion. The Portuguese fought a 14 series of colonial wars in Africa and the Noratlas was employed to drop paratroopers and as a tactical air-lifter.



Israeli Nords dropping supplies.

Finally, the Israelis were subject to a form of economic coercion by the French. In order to purchase a dozen Dassault Ouragan fighters, they had to also buy three of the N2501 variants. They were unhappy but discovered the value of the aircraft and bought three more as well as an additional 16 from Germany. The Israeli Noratlas fleet operated as tactical cargo aircraft and some were converted to drop bombs from the open aft doors, a method later used by USAF C-130s in Vietnam and Iraq for the delivery of very large ordnance.