



Missions
for America

*Semper
vigilans!*

*Semper
volans!*

CADET MEETING

10 Sept., 2019



*Capt Drost led a
character
development
seminar on
reliance.*

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Squadron
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Issue 13.32

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SENIOR MEETING

10 Sept., 2019

The Staff reported on and discussed issues
pertaining to Squadron operations.

PROMOTIONS AND AWARDS

Lt Jennifer Thornell was awarded the Ground
Team/3 for demonstrated proficiency in
emergency services sills.



*Cadet Rose Andrejczyk is
congratulated upon earning
the Curry Award.*

SQUADRON CALENDAR

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 Noah Bosse received the
Arnold Award*



*Cadet Benjamin Kelly
qualified for the
Rickenbacker ribbon*



Cadets Skiles and Boudreau received Mary Feik Ribbons (Credits: Maj Paul Noniewicz)

COLLINGS FOUNDATION VISIT

The Collings Foundation brought four World War II aircraft to Groton. TRCS cadets visited the displays.



The Cadets stand in front of the Consolidated B-24J Liberator named Witchcraft

A Curtiss P-40B Warhawk is a background for Cadets Minter and Rathbone (Credit: Lt Jennifer Thornell)



AEX AWARD

The Squadron has once again received the Civil Air Patrol Aerospace EXcellence Award as it had for the last 12 years or so.

Maj Bourque directed the activities. The award requires that a squadron complete six aerospace/STEM activities and an additional two-hour activity such as field trip or major activity like rocket-building.

MAINTENANCE

*submitted by
Maj Scott Farley*

This weekend Lt Michael Kopycienski picked up the materials needed to repair the steps on the deck which connects the cadet and senior trailers. He and Major Farley and Mrs Farley removed the rotted timbers and rebuilt the steps.



Lt. Kopycienski installs a drill bit and Mrs. Farley observes the finished staircase. (Credit: S. Farley)

They also removed about two inches of material from under the deck supports in an attempt to mitigate the frost heaves which jam the doors. The work took three hours, just beating the rain from the residuals of Hurricane Dorian.

SM Jeremy Minter will be assessing the roof leaks and directing the repairs. Maj Noniewicz is in charge of the repair and maintenance of the HVAC system

Volunteers from the Squadron are expected to participate and will be able to plan how they can assist when the schedules are announced.

AEROSPACE CHRONOLOGY

Sept 11, 1981 – Giovanni Carta (also known as John Carta) was a dare-devil parachutist and an early practitioner of BASE (Buildings, Antenna, Spans, and Earth) jumping. On Sept, 11, 1981, he became the first and only man to parachute out of an aircraft and landed on the South Tower's observation deck. Carta jumped from 10,000 feet with a blue smoke flare strapped to his leg and added more color to his feat by using a multi-color parachute.



Carta in the "Bat Suit" which he wore on some of his jumps and a view of the WTC observation deck. (Credit for Carta picture Carta Family Archives)

Carta was born in Alghero, Italy and served as a helicopter door gunner in Vietnam. Some of his other BASE jumping feats included the Leaning Tower of Pisa and the George Washington and Verrazano Narrows Bridges. He was killed in 1990 when a Lockheed PV-2 in which he was riding crashed.

Sept 12, 1970 – Terrorists member of the Popular Front for the Liberation of Palestine achieved a measure of unpopularity from Trans World Air Lines, Swissair, British Overseas Airlines, Pan American Airlines and El Al when after hijacking four airliners and failing to hijack a fifth, they blew four of them up.



BOAC, TWA, and Swissair Aircraft after landing on Dawson Field.

El Al Flight 219

The orgy of destruction started on September 6th when the terrorists attempted to hijack El Al Flight 219. Two of the four hijackers were stopped by Israeli security from boarding. The two remaining

hijackers with false Honduran passports managed to get on board in Amsterdam.



The 707 which avoided hijack on the ramp in Cologne. (Credit: Dietrich Eggert)

The terrorists made their move in flight, threatening to use grenades to blow up the aircraft. One of the two sky-marshals was in the cockpit with the flight crew.

Capt. Uri Bar-Lev refused to open the cockpit door and told the sky-marshal what he was going to do, a quick pull up and a steep dive and pull-out which would subject the terrorist standing outside first to negative and the positive g-forces. When the aircraft recovered from the dive, the sky-marshal opened the door and shot the terrorist. The second terrorist, was subdued by by the Chief Flight Attendant, Shlomo Vider who had been seriously wounded. The Israeli government, informed of the incident, ordered the aircraft back to Israel. Bar-Lev refused and decided to land in London which saved the life of his crew member.

A problem remained. In 1969, an Israeli sky-marshal named Mordechai Rachamin has fought with four terrorists who had attempted a hijacking on the ground in Zurich. Rachamin engaged in a fire fight with them, killed one and captured the other three. The Swiss authorities took him into custody and charged him with manslaughter! Before landing, Bar-Lev contacted an El Al aircraft preparing to leave for Tel Aviv and in Hebrew, arranged to switch his two sky-marshals to that flight to avoid complications with the British justice system.

Bar-Lev's travails were not over. The Israeli government questioned his actions and Shin Bet, the Israeli Security Agency, said that they would no longer provide sky-marshals as long as Bar-Lev remained a pilot with El Al! Bar-Lev was

suspended. The plucky Bar-Lev got interviews with Prime Minister Golda Meir and General Moshe Dayan, former Chief of the General Staff and at the time, a member of the Israeli Cabinet. The Israel chain of command is noted for its informality. He was reinstated with honors for bravery.

In an interview held a month after 9/11. Bar-Lev said:

El Al's pilots are ex-military pilots, and our approach is that you don't give in to terror. You fight back. Knowing that people are being killed is not pleasant, but we saw in America that the consequences of letting a hijacker take control are potentially horrendous.

Americans and Europeans don't share this mind-set. They can't be expected to. They don't have the same history. But they have to take responsibility -- think about what they would do, be prepared to act.

Cockpits have axes, and passengers always outnumber the hijackers.

Pan American Flight 93

Pan American Clipper Fortune, a Boeing 747 was a target of opportunity which was seized at Amsterdam by the two hijackers who had been refused boarding of El Al 219. The plane flew to Beirut where more Palestinians boarded with explosives. Unsure of whether the surface at the planned destination, a former RAF base, Dawson Field, in Jordan, would support the heavy 747. So the Palestinians directed the flight to Cairo where the passengers were evacuated and the plane destroyed.



What remains of the PanAm clipper after the explosion.

Swissair Flight 100

Flight 100 was a Douglas DC-8, named Nidwalden, bound from Zurich to New York. The terrorists seized the aircraft while it was over France and directed it to Dawson Field.

BOAC Flight 705

BOAC Flight 705, a Vickers VC-10 bound from Bombay to London and forced to land in Beirut for refueling and then transited to Dawson Field.

TWA Flight 741

TWA Flight 741, a Boeing 707, en-route to New York from Frankfurt and diverted to Dawson Field where it joined the PanAm and Swissair aircraft.

The Aftermath

The aircraft at Dawson Field were blown up



The hijackers freed most of the 310 hostages on September 11th but kept the flight crews, Israeli, Swiss, West German and Americans until a deal had been reached which freed some Palestinian prisoners in other countries.

PFLP leader George Habash, was returning from a weapons buying spree in China and North Korea on September 6th. Interviewed, he said that the hijackings had been planned earlier after Jordan and Egypt agreed to a cease fire which ended the War of Attrition against Israel. The PFLP were unhappy with the truce and Habash said that “If a settlement is made with Israel, we will turn the Middle East into a hell. Habash was a politician who kept his word but the use of Jordanian territory had unintended consequences.

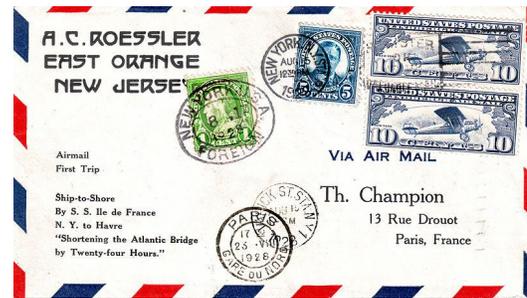
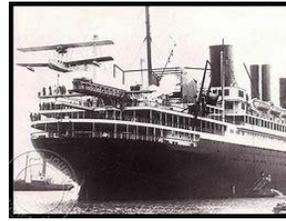
Yasser Arafat, leader of the Palestine Liberation Organization was based in the Hashemite Kingdom of Jordan. Jordan has annexed the West Bank in 1951 and granted Jordanian citizenship to the Palestinians. Over time, militant Palestinians under the aegis of Fatah started cross-border raids into Israel. In 1967, Israel seized the West Bank during the Six Day War.

The political and military situation grew exceedingly complex. Fatah continued raids into Israel and Israel retaliated. Many of the Arab nations contributed funds, weapons and volunteers to the Palestinian cause. But over time, the Palestinians started to threaten the government of Jordan's King Hussein. They assassinated the Jordanian Prime Minister, declared territory in the Hashemite Kingdom liberated and started a military offensive against Jordan, backed by Syria and Iraq. Hussein responded and declared martial law.

The main phase of the ensuing war was fought from the 6th to the 17th of September and became known to the Palestinians as “Black September.” They ensued massive casualties and found refuge in Lebanon via Syria where they played a primary role in the Lebanese Civil War which overthrew the Maronite government, turned Lebanon into a chaotic hell-hole, and contributed to the conditions which led to Syrian occupation parts of the country.

Sept 13, 1928– A Liore et Oliver LeO 198 was catapulted off the New York bound *Ile de France* ocean liner carrying mail. The operations saved one day in mail delivery time. Alas, the saving of a

day did not pay for the time saved and the service was discontinued.



Sept. 14, 1945– Naval Air Station Richmond, southeast of Miami, was a WWII base established to support blimp anti-submarine operations along the southern coast of the United States.



Before the Hurricane



A hurricane with 140 mph winds threatened the base so the three massive blimp hangars were used to store not only the blimps but a wide range of naval and private aircraft and automobiles.



The storm struck and when the the roof of Hangar One collapsed, fuel tanks and electrical short circuits started the fires. One person was killed and 39 injured. Property destruction was enormous. Besides the hangars and base infrastructure, 212 navy aircraft, including 25 blimps, 125 privately owned aircraft and hundreds of automobiles were lost. The base was closed two months later.



(Credit: Miami Herald)

Various civilian and government organizations used the area of the former base. After Castro's take-over of Cuba, Zenith Technical Enterprises, Inc. joined the University of Miami as a co-tenant. Zenith was the front company supporting the Central Intelligence Agency's Operation Mongoose formed to overthrow the Cuban Communist regime. At one point, Zenith and a myriad of other CIA proprietaries were one of the biggest employers in the Miami area.

Sept 15, 1942 - The United States Army Air Forces Air Transport Command establishes the 319th Women's Flying Training Detachment (WFTD). This is the second United States organization of women ferry pilots. The Women's Auxiliary Ferrying Squadron (WAFS) had been formed five days earlier.

The WAFs were conceived by Col. William H. Tunner, the logistics genius who later ram-rodged the Hump and Berlin Airlift operations. A subordinate, Robert Love, mentioned that his wife, Nancy, was a pilot and Tunner saw the possibilities of using women as ferry pilots. The concept found support with Hap Arnold and Eleanor Roosevelt and Nancy Harkness Love was appointed Director. That same day, Love sent out 83 telegrams to prospective recruits.



Nancy Love in the left seat of a B-17.

Candidates were required to have 500 hours of flight time, a commercial license, a 200 HP rating, a high school diploma and be between the ages of 21 and 35. Twenty-eight women started ferrying aircraft from the factories to designated airfields on September 10th.





Jackie Cochran in the uniform of the RAF's Air Transport Command.



The WASP Badge-Winged diamonds are a girl's best friend.



The 319th WFTD was the brainchild of Jacqueline Cochran who had come up with the idea in 1939. She wrote to Eleanor Roosevelt who introduced her to Hap Arnold and to General Robert Olds, later head of the Air Transport Command. Arnold asked her to ferry a bomber to Great Britain to generate some publicity. Cochran did so and while there, volunteered for the British Air Transport Auxiliary ferrying military aircraft for the RAF. She then recruited 25 other American women to join.

Cochran got back to the States a day before the formation of the WAFs and was less than happy to learn that the concept of her original idea to use women as ferry pilots had been eclipsed by Nancy Love. She contacted Arnold who arranged for the formation of the WFTD under the directorship of Cochran. But the ambitious Cochran wanted the women ferry pilots to serve under one umbrella, hers.

Tunner wanted to maintain control under his ATC but Cochran's influence with Arnold trumped Tunner. In 1943, Arnold ordered and amalgamation of the WAFs and WFTD into a single entity, the Womens Air Force Service Pilots (WASPs). Cochran was appointed Director and Love remained in charge of the ferrying operations.

Fifnella, the mischievous winged Gremlin was adopted from a proposed Disney film based on Roald Dahl's book, *The Gremlins*.

The WASPs were stood down on December 20, 1944. Thirty-nine WASPs lost their lives but had served their purpose by freeing up men for combat missions. Much later, they were given veteran status and awarded the Congressional Gold Medal for their service.



Elaine Harmon at war and with her Congressional Gold Medal

While Miss Harmon was studying bacteriology at the University of Maryland, she learned to fly a J-3 at College Park Maryland under the auspices of a Civil Aeronautics Authority training program.

Her mother was against her becoming a WASP because she thought that they “were all just awful, just probably loose women.” But Harmon headed down to Avenger Field, Sweetwater, Texas and in six months finished ground and flight school, logging around 500 hours.

Her duty station was Nellis AFB, Las Vegas, Nevada where she checked out in the Stearman PT-17 Kaydet, Vultee BT-13, Valiant, North American AT-6 Texan, and the Boeing B-17 Flying Fortress. Her primary duty was flying with pilots who were retraining for instrument flying.

After the war, Harmon married, raised a family, and worked as a real estate appraiser. Elaine went West in 2015 and was accorded burial with full military honors at Arlington National Cemetery.

Sept 16, 1955 – The Argentine Air Force was the first South American country to acquire jet fighters and the first to use them in combat.

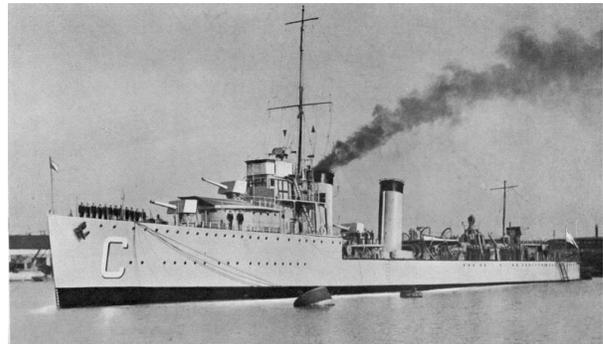


On June 16, 1955, rebel elements of the Navy and Air Force bombed the Plazo de Mayo which fronts the Casa Rosada, the Buenos Aires equivalent of the White House. The force consisted of 22 AT-6 Texans, five Beech AT-11s and three PBY Catalinas.

In the heaviest mass bombing ever made in the Americas, they killed over 300 supporters of President Juan Peron. but failed to receive the support of the Army. Loyalist launched Gloster

Meteors from the nearby Morón AFB and one of them shot down a rebel AT-6, the first air-to-air kill by the Argentine Air Force. But when the Meteors landed back at base they were chagrined and embarrassed to find that the rebels had taken control and seized the aircraft.

Three months later, on September 16th, key elements of the Argentine military services had united in opposition to Peron and commenced what is now known as the *Revolución Libertadora*. The Meteors, now controlled by the rebels attacked the Argentine Navy destroyers *ARA Cervantes* and *ARA La Rioja* in the River Plate inflicting heavy casualties.



The Cervantes

For the first time, four engine Avro Lincoln bombers were used to attack the Peronistas. Within a week, Peron's forces were defeated and Peron sought refuge in Paraguay.



Avro Lincoln, scion of the Lancaster in Argentine Air Force livery.

Sept. 17, 1947 – The United States Army Air Forces are separated from the United States Army and become an independent armed service, the United States Air Force.

Hap Arnold



The National Security Act of 1947 which created the USAF stated that

In general, the United States Air Force shall include aviation forces both combat and service not otherwise assigned. It shall be organized, trained, and equipped primarily for prompt and sustained offensive and defensive air operations. The Air Force shall be responsible for the preparation of the air forces necessary for the effective prosecution of war except as otherwise assigned and, in accordance with integrated joint mobilization plans, for the expansion of the peacetime components of the Air Force to meet the needs of war.

The creation of an independent air arm may can be credited to General Billy Mitchell and his acolytes, chief of whom was Henry Harley “Hap” Arnold, Commanding General of the U.S. Army Air Forces in World War II. Arnold became the only man to hold Five-Star rank in two military services



The first Chief of Staff of the newly formed service was General Carl Andrew Spaatz who commanded the Army Air Force after the retirement of Arnold in 1946.



“Tooe” Spaatz

Stuart Symington was appointed the first Secretary of the Air Force, a civilian appointee who is responsible for and has the authority to conduct all affairs of the Department of the Air Force which in turn is a branch of the Department of Defense.





Stuart Symington, First Secretary of the Air Force (credits: USAF)

Lt Col Carl Stidsen points out that Capt. Vernon Castle, who introduced the Foxtrot with his wife Irene was an instructor with the Royal Flying Corps when he gamboled West after a low altitude stall in Texas.



Capt. Castle with his pet monkey, Jeffrey, with whom he often flew.



Out with the old! In with the new!



The new service deserves a new uniform so the Air Force bid farewell to the classy “pink and tans” and said ...took the blue from the sky and a pretty girl's eye as their new livery. Word is that the U.S. Army is on the verge of re-adopting it in December. “Where would we be without tradition?”

On Sunday, The Editor took his sweet patootie for a ride to Scituate, R.I. (A cheap date indeed!) to visit Prinster-Hogg Park and view the engraved boulder which the local emergency services units dedicated to Tom Prinster and Lyle Hogg.



READER COMMENTS AND SUPPLEMENTAL COMMENTS

Reader Larry Trick noted the mention of test pilot Iven Kincheloe and remarked that the character of Kinch in Hogan's Heroes was played by Ivan Dixon and was a reference to Iven Kincheloe!

Tom went West last year. After recovering from his injuries he resumed flying for Pilgrim Airlines and later worked as a flight instructor, contributed time assisting disabled people and returned to school and became a psychotherapist

Lyle Hogg is currently president of Piedmont Airlines

