



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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22 October, 2019

SQUADRON CALENDAR

26 OCT-Flu Clinic Project-Fitch
29 OCT-Fruit Sale Ends/Wingman Down Day
01-05 NOV-NER SAREX
05 NOV-Staff Meeting/Leadership Activity
12 NOV-TRCS Commander's Call/Promotions
19 NOV-TRCS Meeting/Aerospace
23 NOV-CTWG SAREX
26 NOV-TRCS Meeting
03 DEC-TRCS Staff Meetings
17 DEC-Annual TRCS Holiday Party

LAST WEEK OF THE CITRUS FRUIT SALE



"Here's looking at you, kid!"



*One year's navel order. The grapefruit and mixed
boxes are in another room/
Can we match this harvest?*

CADET MEETING

22 October, 2019

C/MSgt Burton's safety briefing explored the hazards of the autumn and winter seasons.

C/CMSgt Martin's qualifying speech for advancement considered the qualities of leadership and followership.

SENIOR MEETING

22 October, 2019

Maj Farley noted the need for senior members who wish to participate in the upcoming regional exercise to notify SM Otrin about availability and training choices.

Capt Johnson briefed the officers on the operation of the Becker radio direction finder.

PROMOTIONS, QUALIFICATIONS AND AWARDS

EARHART CEREMONY

Cadet Captain Ryan P. Schantz received the Amelia Earhart Award. C/Capt Schantz has been a member of the Thames River Composite Squadron for five years and has earned the Air Force Organizational Excellence Award and a CTWG Achievement Award. He is currently attending college in Front Royal, Virginia.



*Squadron
Commander
Farley
Congratulates
C/Capt Schantz*

*Schantz holds the
official Earhart
certificate with
Deputy
Commander of
Cadets Thornell*



*The Family Schantz gather
to affix the new captain's
epaulettes.*

Lt Col Rocketto reviewed the career of Amelia Earhart and examined three theories which purport to explain her disappearance on the flight to Howland Island.

The ceremonies concluded with refreshments arranged by TRCS Social Director Lt Michelle Martin.

DOD COMMUNICATIONS MISSION

The Department of Defense ran a multi-day exercise to test alternate methods of communicating and dispatching aircraft. TRCS did not receive any specific tasking but monitored the phones and FM radios and maintained contact with the Incident Commander and Net Supervisors. Lt Kopycienski monitored HF communications from his home station.

On Saturday morning, Maj Farley and Lt Col Rocketto stood first watch.. Time was used to organize station records and aerospace equipment storage.

Maj Noniewicz, Lt Pineau, and Lt Chebelyon stood by as an aircrew on Saturday afternoon. They conducted a Transport Mission proficiency flight.

Sunday, Maj Farley completed Lt Seidel's Airborne Photographer training and certified him ready for the required two flight exercises.

Lt Spreace and SM Minter used the time to conduct SAR training for an ELT.

AEROSPACE CHRONOLOGY

23 October, 1911 – Capitano Carlo Piazza performs the first heavier-than-air aerial reconnaissance mission. The Italians were intent of carving out Libya from the doddering Ottoman Empire and declared war in September of 1911. Piazza flew a Bleriot XI controlled by wing warping and equipped with a 25 HP engine.



Piazzì, fellow soldiers, and the Bleriot. (Credit: dell'Aeronautica Militare Italiana)

About a week later, Sottoteniente Giolio Gavotti flew an Etrich Taube and bombed the Ain Zara Oasis. He carried the four pound grapefruit sized bombs in a leather bag in the cockpit. Flying with one hand, he would remove a bomb, fuse it, pull the safety pin and toss it overboard. He dropped three bombs and reported one hit.



Gavotti and his Taube

The Turks managed to score a first also. The shot down one of the nine aircraft in the Italian Air Force with rifle fire!

24 October, 1945 – American Overseas Airlines starts the first scheduled commercial trans-Atlantic airline service with a land plane. The aircraft, a Douglas DC-4 named *Flagship New England* departed New York's LaGuardia and landed at Bournemouth-Hurn Airport near London after stops in Boston, Gander, Newfoundland, and Shannon, Ireland.



Flagship New England, NC90905, is shown during a stop in Sweden.

A year later, almost to the date, *Flagship New England*, bound for Berlin, hit a ridge after take-off from Shannon killing all eight crew and 31 passengers. Most of the passengers were wives and children of US Army personnel serving in Germany.

25 October, 1994 – U. S. Navy Lieutenant Kara Hultgreen, call-sign Revlon, the first female aircraft carrier-based fighter pilot, goes West when her Grumman F-14 Tomcat crashes while on final approach to the *USS Abraham Lincoln*.



(Credit: US Navy)

26 October, 1940 – North American Aircraft rolls out its Model NA-73X which the US Army Air Force will designate as the P-51 Mustang.



On this same date in 1962, the last of 744 B-52s is delivered to the USAF. The aircraft was a B-52H, 61-0040. Today, the Air Force still flies 75 much modified Stratofortresses and expects to employ them until 20150. The pilot who will fly one has not yet been born.



61-0040 on roll-out from the factory.

The modifications include turbofan engines, a more robust structure to absorb the punishment of flying in low altitude turbulence, more internal fuel and advanced electronics.

61-0040 and first flew with the 92nd Bomb Wing as “Wonderful Baby.”

58 years after roll-out, 61-0040 is still in service with the United States Air Force, assigned to the 23rd Bomb Squadron, 5th Bomb Wing at Minot Air Force Base, North Dakota. She is now named “The Spirit of Minot.”

Former TRCS Cadet Commander Erik Nelson, now stationed at Minot, has flown this aircraft!



USAF pictures of 61-0040 at Minot.



Two Buff pilots Erik and his wife Kristin, Swift and Spice.

27 October, 1909 – At College Park, Maryland, Wilbur Wright takes Mrs. Ralph van Deman for a four minute flight, the first flight by a woman in the United States. Mrs. Deman was the wife of the then Captain Ralph H. Van Deman, a medical doctor who rose to the rank of Major General and is know as “the father of American Military Intelligence.”



Upon alighting, she exclaimed:

Now, I know why birds sing when they can fly through the air. It was wonderful. There is no earthly sensation I can compare with it. Afraid? Why should I be? I never thought of that, and didn't have any idea how long I was up, except that we came down too soon.

Mrs. van Deman was a friend of Katherine Wright who disliked her birth name, Sadie, and over the years would answer to Sara or Jaquin, which became a new tag, Lady Jack. A traveler and author, she recounted some interesting observations about the Wrights. She stated that “I wouldn't think of flying with Orville. He wasn't the flying man. He was the finance man.”



Orville and the Wright's mechanic, Charlie Taylor are on the right. Mrs. van Deman is the third from the left. The photo was probably taken at College Park, Maryland. (Credits: The Wright University Collection)

She was well-pleased that she had edged out Alice Roosevelt Longworthy, daughter of Teddy Roosevelt and wife of the future Speaker of the U.S. House of Representatives for the honor of the first flight.

Mrs. Van Deman also claimed some knowledge about the invention of the word 'hangar.' The Wrights referred to the place in which the aircraft was stored as 'the shed,' a name which lacked grandeur. Since the aircraft was stored by hanging it from an overhead support, they considered the name "hanging garage" and considered the possibility of using the abbreviated "hang-gar" as its name. Wilbur started to paint a sign but found that the space allowed for only one "g" so he settled on "hangar."

28 October, 1938– Lieutenant Colonel Ramón Franco, commander of Spanish Nationalist air forces in the Balearic Islands, goes West along with his three crewmen when his CRDA CANT Z.506 *Aldrone* (Heron) crashes off Pollença, Majorca, during an attempt to bomb Republican-held Valencia. (The double acronyms designate the builders, *Cantieri Riuniti dell 'Adriatico* and *Cantierie Navale Triestino*.)



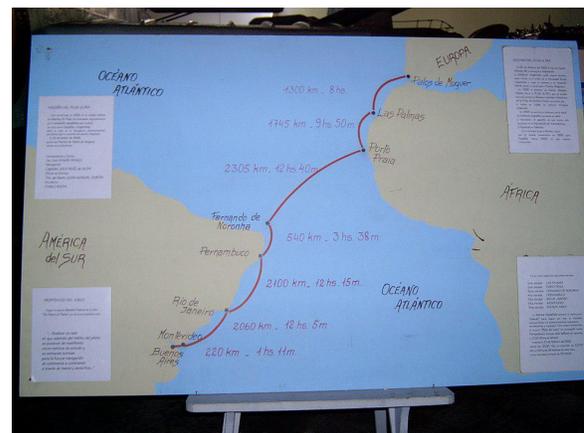
A CANT Aldrone carrying Spanish Nationalist insignia.

Franco was a noted aviator who achieved fame after piloting the *Plus Ultra*, a Dornier Do J flying boat on the first trans-Atlantic flight from Spain to South American. *Plus Ultra* is the national motto of Spain and means "Further Beyond."



Plus Ultra now resides in the Enrique Udaondo museum complex, Luján, Argentina. She was donated to the Argentine Navy and used to carry airmail until her retirement.

The 6,000 mile journey commenced from the Domingo Rubio Canal, Palos de la Frontera, Spain, the same spot from which Columbus weighed anchor five and a half centuries earlier. A Franciscan monk pinned a medal of Our Lady of Loretto, the patron saint of aviators, on Ramon's tunic and the flight departed at 0800, the same time that Columbus set sail.



The flight terminated at Buenos Aires after intermediate stops at Gran Canaria, Cape Verde, Fernando de Noronha, Pernambuco, Rio de Janeiro and Montevideo. The 20 day journey

logged 59 hours 39 minutes of flight time.



Plus Ultra preparing to moor on the Rio de la Plata.



The crew: Juan Manuel Durán, Franco, and Julio Ruiz de Alda.

Ramon was the brother of Francisco Franco Bahamonde, a key figure in the Nationalist revolt which overthrew the Republican government of Spain. Generalissimo Francisco Franco took the title of Caudillo and ruled Spain with dictatorial powers from 1939 until 1975.



The then Colonel Franco and Ramon.

29 October, 1956 – When President Nasser of Egypt nationalized the Suez Canal, Great Britain France and Israel reacted with Operation Musketeer.

The commanders of Operation Kadesh, the Israeli operation to seize the Sinai Peninsula needed a method to disrupt communications between Egyptian headquarters in Cairo and their forward commanders in the desert. The Egyptian communications net consisted of above-ground

telephone cables which ran alongside roads.

The Israeli Air Force decided to use two modified target towing cables dragged behind P-51D Mustangs to slice the telephone lines. Primitive communications links demanded primitive counter-measures. The so called “onion ropes were 25 meters long and had 25 heavy lead weights spaced at one meter intervals. Shock absorbing gear was also devised by it proved inefficient and during tests, cables were lost either in flight or on the first pass on a phone line. The pilots considered using propellers and wings in case the cables failed to sever the lines.

This had been done accidentally in the past. Some high frequency antennas used on the long range frequencies were wires carried on spools inside the aircraft. When needed, the radio operator deployed the antenna, made the necessary communications and then rewound the wire. And sometimes they forgot and an aircraft landing at some airport might end up damaging the local roof tops and tearing down clothes lines to the embarrassment of the radio operator and the financial cost to his company.

On the morning of the invasion, 116 Squadron dispatched two flights of two Mustangs each. Two cables were lost early in the flight and the passes made with the remaining cables failed so props and wings finished the job. The low telephone cables required the passes to be executed at low as 12 feet above the ground. A similar mission with similar results was performed on the second day.



Aircraft 38, one of the “wire-cutter” aircraft rests in the Israeli Air Force Museum, Hatzerim. The wire-cutter” insignia is visible just under the cockpit.