



Missions
for America

*Semper
vigilans!*

*Semper
volans!*

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

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Issue 13.37

29 October, 2019

SQUADRON CALENDAR

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
10 DEC-TRCS Commander's Call
17 DEC-Annual TRCS Holiday Party
24 DEC-Aircrews grounded to clear airways for
priority cargo flight.

FRUIT SALE EXTENSION



*The sale has been extended for two more weeks.
All orders are due on November 12th.*

CADET MEETING & SENIOR MEETING

29 October, 2019

The Squadron met in concert to attend the annual mandated "Wingman Support Day." Lt Drost moderated a session about physical wellness entitled "The Pillar of the Body."

MISSIONS, PROGRAMS AND ADVANCEMENTS

Drive Through To Beat The Flu

The Ledge Light Health District in collaboration with the Center for Disease Control ran a flu vaccination clinic at Fitch High School in Groton on Saturday, the 26th of October.

Sixteen cadets and two senior members from the Thames River Composite Squadron assisted the District by controlling the traffic flow and aiding the professional medical staff which were administering the vaccine.



*"Stand and Deliver." The
traditional highwayman's
command used by the
masked Cadet Busher to
supplement money earned in
by the Citrus Fruit
Fundraiser.*

Those wishing flu vaccinations would drive to a station and the vaccine would be administered directly. Just roll down your window, bare your arm and take your medicine.



Cadets Martin and Skiles Assisting the Vaccinator (Photo Credits: Lt J. Thornell)

The program was also an exercise to test the readiness and practice the techniques of administering a large volume of vaccinations in case a pandemic occurs.

The traffic control team consisted of Cadets Munzner, Thornell, Wischman, Race, Morse, J.Busher, Jeznach, Bury, Dibler, Trinidad, Andrejczyk and Bosse. Assisting the vaccinators were Cadets Boudreau, Burton, Martin and Skiles. Lt Thornell, Deputy Director of Cadets and Lt Martin provided senior support,

Lt Col Rocketto Visits the Royals

No, not the Windsors but the Royal Charter Squadron in Hartford whose name derives from an anti-royal act by Captain Joseph Wadsworth and his confederates who absconded with Connecticut's Royal Charter granted by Charles II and secreted in a cavity in a white oak tree.

Rocketto presented NRA certificates to the squadron members who had qualified during the last CTWG Rifle Rifle Safety and Marksmanship Clinic held at the Quaker Hill Rod and Gun Club.

Rocketto presents C/CMSgt Aiden Christy with a Marksman First Class certificate. Christy was the top scorer for the Royals.



After the presentation, Lt Susan Davis led a character development seminar which discussed the virtue of humility and used President Abraham Lincoln as a paradigm.

The Cadets then participated in a group activity, modifying blankets as gifts for veterans.

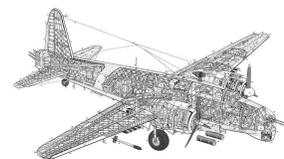
The last event was an aerospace lesson conducted by Rocketto. He used a demonstration of terminal velocity and the four forces which effect the flight of an airplane to clarify the concepts of force and inertia.

AEROSPACE CHRONOLOGY

Oct. 30, 1979 – Sir Barnes Wallis goes West. Barnes Wallis, arguably, belongs in the pantheon of aeronautical engineers. He is best known for designing the “bouncing bomb” used by the RAF in the famous “Dambuster Raids.” However, he also pioneered the use of geodesic structures which incorporate a basket-weave of members, each of which cancels out the load on its adjacent members.



The design was used by early dirigible designers and formed the structure of his highly successful, R100 which made a successful round-trip between England and Canada in 1930. The Vickers Wellington bomber, better known as the “Wimpy” is his best known airplane design.



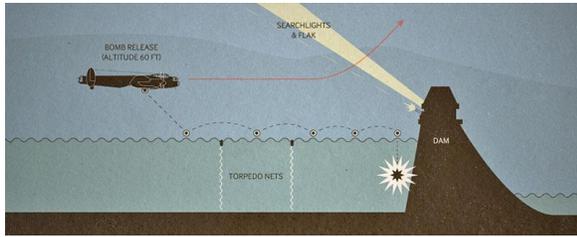
R100 and the Wimpy's structure.

The success of his “bouncing bomb” overshadows his highly successful “Tallboy” and “Grand Slam” earthquake bombs, six and ten ton monsters, forerunners of the current “bunker busters.”



Lancaster bomber dropping a “bouncing bomb.”

(Photo Credits: Imperial War Museum)



The bomb was actually a depth charge designed to skip over the protective torpedo nests, strike the wall of the dam and roll down to a pre-selected depth where it would detonate.



Like the “bouncing bomb,” the “Grand Slam” forced the RAF to modify the Lancaster bomb bay

After the war, his research focused on high speed and high altitude flight. When the war ended, the Royal Commission on Awards to Inventors bestowed a £10,000 award for his contributions. This is about \$140,000 today. The 40% casualty rate incurred on the Dam Raid so grieved him that he donated the entire amount to Christ's Hospital School to provide scholarship money for children of RAF personnel killed or injured in action.

Oct. 31, 1943 – First flight of the Budd RB-1 Conestoga. The Conestoga was a WWII cargo plane designed for the Navy and constructed of stainless steel. One outstanding feature of the design was the tail ramp which allowed vehicles or large sized cargo easy access. Cargo doors at truck bed height were also installed on both sides of the



(Credit: US Navy via San Diego A&S Museum)

Only 20 were built. After the war, a dozen were bought by the company which became Flying Tiger Airlines. It is now part of FedEx. The only survivor resides in a partially assembled condition at the Pima Air and Space Museum in Tucson.



Old timers will remember the stainless steel self-propelled “Budd cars” operated by the New York, New Haven, and Hartford Railroad on many Connecticut routes.



Nov. 01, 1924 – Lt Dixie Kiefer makes the first night catapult launch from a ship, the battleship, USS California. Moored in San Diego harbor under a full moon, the ship illuminates the take-off direction with one of its huge searchlights and Lt Kiefer is shot into the air aboard a Vought UO-1. Kiefer then successfully landed the aircraft. Two weeks later, he repeated the night launch while the California was underway.



Commodore Kiefer

Still recovering from his wounds, Kiefer was posted to command the air base at Quonset Point, Rhode Island. On Armistice Day, 1945, Kiefer went West when the transport plane in which he was flying struck Beacon Mountain near Newburgh, N.Y.

USS California



Nov. 02, 1920– Lt. Cdr. William Corry, Jr., US Navy, earned a rare peacetime Medal of Honor while trying to save the pilot of his aircraft which crashed and burned near on the Hartford Club Golf Course near Hartford, Ct. Thrown clear, he returned to the flaming wreckage and while attempting to extract Lt. Arthur Wagner sustained serious burns which resulted in his death four days later.



Vought UO-1 on California's Catapult
(Credits: US Navy)



The accident led to decision in 1921 to build an airport in Hartford, Brainard Field.

Kiefer went on to become a highly successful combat leader in WWII. He was known as the “indestructible man” due to his many injuries and wounds. As the popular captain of the aircraft carrier USS Ticonderoga, he received more than 60 shrapnel wounds and a broken arm when the ship was struck by two Kamikazes. He refused evacuation until his wounded shipmates had received care. When queried whether he wanted to abandon ship, he replied “Hell, no!” The story is that afterwards, when he walked around the deck of a ship, the compass needle would follow him.

Nov. 03-05, 1931 – Hugh Herndon and Clyde Pangborn make the first non-stop flight across the Pacific Ocean flying from Samushiro Beach, Japan to Wenatchee, Washington in in 41 hours.



Pangborn and Herndon in their Bellanca, Miss Veedol.



Ticonderoga on Fire after Two Kamikaze Strikes

Miss Veedol



The aircraft was a Bellanca Skyrocket which they had modified so that it could jettison its landing gear after take-off, reducing weight and drag.



Belly Landing at Wenatchee

Nov. 04, 1958– BOAC de Havilland Comet 4 G-APDB makes first the commercial transatlantic crossing by a jet airliner, from London Heathrow Airport to Idlewild Airport, now John F. Kennedy International Airport. The flight time was 10 hours and 20 minutes, with a 1 hour 10 minute fuel stop at Gander, Newfoundland.



G-APDB

G-APDC



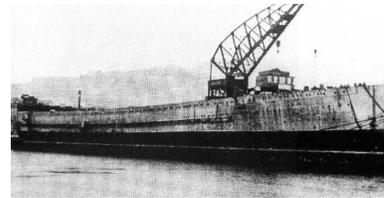
At the same time, another Comet, G-APDC departed from Idlewild headed to Heathrow. The favorable westerly flow of air resulted in a 6 hour 12 minute flight time.

G-APDB is now on display at Duxford having flown 36,269 hours, with 15,733 landings. G-APDC was scrapped in 1975.

Nov. 05, 1944 – The Germans scuttle the incomplete Italian aircraft carrier Sparviero to block access to the harbor at Genoa.

The ship was an attempted conversion from the ocean liner MV Augustus. Work proceeded as far as stripping the superstructure before halted and the ship scuttled.

Before

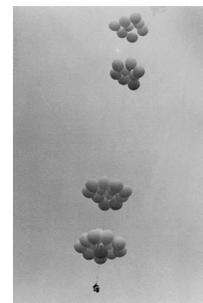


During

After



Nov. 06, 1993 – “Lawn Chair” Larry Walters goes West. On July 2, 1982, he launched his home-built aircraft, *Inspiration I*, consisting of a patio chair lifted by a cluster of 43 helium filled weather balloons.



Larry carried sandwiches, soda, a camera, life jacket, parachute, CB radio, water and a pellet gun. The water and gun was his altitude control system. Drop water and go up and puncture a balloon and go down!

Safety devices included a parachute and a life jacket. The seat belt system were ropes which secured him to the lawn chair. Unlike modern airliners, the accommodations allowed plenty of leg room.

In-flight refreshment was self-service, Coca-Cola and a sandwich.

Lifting off from San Pedro, California, he climbed to 16,000 feet but was thwarted by contrary winds and never reached his destination, the Mojave Desert. Instead, he entered federally controlled airspace near the Long Beach Airport.

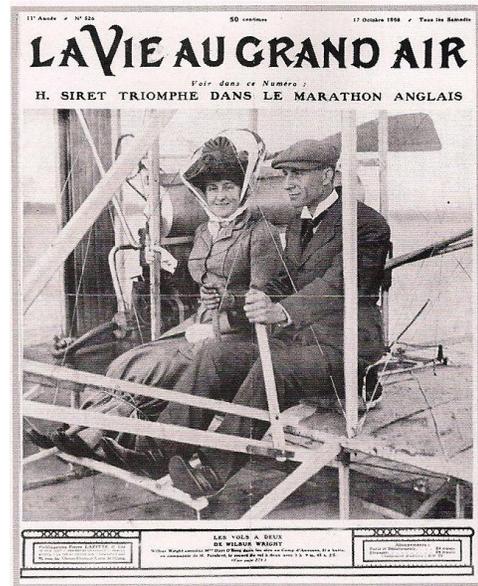
Upon landing, his drag rope cut an electrical power line and caused a 20 minute black-out. The Long Beach Police Department were not amused and arrested him. A Federal Aviation Administration commented

"We know he broke some part of the Federal Aviation Act, and as soon as we decide which part it is, some type of charge will be filed. If he had a pilot's license, we'd suspend that, but he doesn't."

But the Feds diligently perused the Federal Aviation Regulations and fined him \$4,000 for operating an aircraft within an airport traffic area "without establishing and maintaining two-way communications with the control tower." An appeal lowered the fine to \$1,500. The charge of operating "civil aircraft for which there is not currently in effect an airworthiness certificate" was dropped, as it was not applicable to his class of aircraft.

Nov. 07, 1908 – At Le Mans, France, Edith Berg became the first American woman airplane passenger when Wilbur Wright honored her request for a ride. Berg was the wife of Hart O.

Berg, the American engineer whose company were the agents for sales and manufacture of the Wright design in Europe.



Mrs. Berg sat the right of Wright for the two minute and seven second flight. Modesty demanded that she tie a rope around her ankles, securing her skirt to keep it blowing the wind. A French fashion designer watched as she walked from the aircraft with the skirt still tied and he ran with the idea. Thus was born a new fashion, the hobble skirt.

Nov. 08, 1940 – Sgt. Josef František, one of only eight RAF triple aces in the Battle of Britain goes West.



Initially a pilot in the Czechoslovakian Air Force, he fled to Poland when the Nazis occupied his homeland. When Poland fell, his unit flew to Rumania where they were interned but he soon escaped and made it to Lebanon, then under French rule. He joined the French Foreign Legion and served with a Polish unit during the Battle of France. France surrendered and František managed to get to Great Britain where he joined the Royal Air Force and served with the Polish No. 303 Squadron, the highest scoring RAF squadron in the Battle of Britain. A Hurricane pilot, he scored 17 kills before being killed in an unexplained crash.

On the same day on which František died, the RAF formed No. 71 Squadron, the “Eagle Squadron made of American volunteers.



The first three members of No. 71 Squadron, Pilot Officers Andrew Mamedoff and Eugene Tobin admire the Eagle Squadron badge on the tunic of squadron mate P/O Vernon “Shorty” Keough.

Mamedoff was a native of Thompson, Connecticut and was killed while ferrying a Hurricane to Northern Island in bad weather.

Tobin died in combat during a fighter sweep near Boulogne-sur-Mer.

Keough was flying convoy protection off Flamborough Head and was last seen spinning into the sea while chasing a Heinkel 111. Disorientation or oxygen failure was suspected.



The Hurricane coded UF-K honors William Meade Lindsey Fiske III, better known as “Billy.”

Fiske was a two time winner of an Olympic Gold Medal, 1928 and 1932, as a member of the U.S. Bobsled Team. He was one of only 11 Americans who flew in the Battle of Britain and was the first to go West. He was severely burned after crash-landing his aircraft and two days later, died.



Fiske, pilot of the four man bobsled team. (Credit: Lake Placid Winter Olympic Museum)

Three Eagle squadrons, No. 71, No. 121, and No. 133 were formed and 244 Americans served in them.



To hear the *Eagle Squadron March* composed by Kenneth J. Alford, go to:

https://www.youtube.com/watch?v=32iL_DO71vE