



Missions for America

Semper vigilans!

Semper volans!

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

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Issue 14.02

07 January, 2020

SQUADRON CALENDAR

- 11-12 JAN-Wing Corporate Learning Course
- 11-12 JAN-Wing Mission Scanner Training
- 11-12 JAN-Wing Water Safety Course
- 14 JAN-TRCS Commander's Call
- 21 JAN-TRCS Meeting
- 28 JAN-TRCS Meeting
- 04 FEB-TRCS Staff Meeting
- 11 FEB-TRCS Commander's Call
- 18 FEB-TRCS Meeting
- 25 FEB-TRCS Meeting
- 03 MAR-TRCS Staff Meeting
- 10 MAR-TRCS Commander's Call
- 17 MAR-TRCS Meeting
- 24 MAR-TRCS Meeting
- 31 MAR-TRCS Meeting

CADET MEETING

07 January 2020

2d Lt Samantha Knapp, Admissions Advisor for the USAF R.O.T.C. working out of UConn's USAF Detachment 115 informed cadets about the details of applying to join AFROTC, the program, and its benefits.

Admissions Advisor 2d Lt Ryan McKenna provided information about the procedure for applying to the USAF Academy

C/2d Lt Rhys Thornell explained his Staff Duty Assignment, a media package reporting the details about the Squadron participation at the Groton Elks Veteran's Day Dinner on November 9th.

SENIOR MEETINGS

07 January, 2020

Duty positions and committee memberships were assigned for 2020.

The Squadron Goals for 2020 were set.

Lt Spreccace provided a refresher on Ice Patrol reporting requirements.

Maj Farley reviewed the upcoming courses and training offered by CTWG.

AEROSPACE CHRONOLOGY

January 8, 1987 – Christian Frank Schilt, Medal of Honor winner, a Marine aviator who saw service in WWI, the Occupations of Haiti and Nicaragua, World War II, and Korea goes West. He enlisted in 1917 and served with in the Azores with an anti-submarine unit. After the war he completed flight training and was commissioned.

Lt. Gen Schilt
(Credit: USMC)



In 1926, Schilt won second place flying a Curtiss Racer R3C-2 in the Schneider International Seaplane Race at Hampton Roads, Virginia.



Schilt and the R3C-2
(Credit: Nat'l. A&SM)

Schilt was awarded the Medal of Honor when for three days, he supported Marines who had been ambushed and surrounded by Sandinista forces in Qualali, Nicaragua. His citation reads that he

"... volunteered under almost impossible conditions to evacuate the wounded by air and transport a relief commanding officer to assume charge of a very serious situation. 1st Lt Schilt bravely undertook this dangerous and important task and, by taking off a total of 10 times in the rough, rolling street of a partially burning village, under hostile infantry fire on each occasion, succeeded in accomplishing his mission, thereby actually saving 3 lives and bringing supplies and aid to others in desperate need."



Vought and a Vought O2U Corsair in which he flew the the Medal of Honor mission,



1A. Christian Frank Schilt receiving Medal of Honor from President Coolidge.
Photographer: Unknown. Location: White House, Washington, D.C. Date: June 9, 1928.
NARA Ref#: 80-G-460270

During World War II, Schilt commanded the Marine Corps air units in the Guadalcanal Campaign, Peleliu, and Okinawa. During the Korean War, he commanded the First Marine Air Wing retiring as a General in 1957.

January 9, 1952 – Antonie Strassmann, German aviatrix and actress, goes West.

Strassman was a moderately successful actress in her native Germany. In 1928, she received her pilot certificate and convinced the Foreign Office that she should organize and manage a tour of the United States to promote German aircraft. The 1930 tour invested her with the cachet of aviation expert and she became an effective proponent of aviation.



Strassmann at the Staaken Airfield near Spandau

In May of 1932 Strassmann became the first woman to cross the Atlantic west to east aboard an aircraft, flying as a passenger on the Dornier D0-X from New York to Berlin. In the fall, she returned to the New World aboard the Graf Zeppelin accompanied by a disassembled Klemm KL-25 touring plane in the cargo hold. After the Graf landed in Pernambuco, Brazil, Strassmann flew the Klemm on a marketing tour as far south as Argentina.



Strassmann and the KL-25

That same year, attracted by opportunities in the United States and sensing the rise of the Nazis in Germany, she emigrated and became a U.S. citizen in 1937. Her families Jewish ancestry placed them in immediate danger and she assisted them in getting out of Germany.

In America, Strassmann studied business administration and continued to represent German aircraft companies in their contractual relationships with American companies. World War II ended that phase of her life. During the war, she settled in New York and worked for the American Red Cross, taught blueprint reading, and ran a sales office for Zenith Radio.

January 10, 1967 – Laura Houghtaling Ingalls goes West. Antonie Strassmann was a German national who saw the promise of the United States and became a citizen. Laura H. Ingalls was an American who promoting Nazism and was active agent for Nazi propaganda. Whereas the Strassmann family had a history of flight from oppression, Poland then Germany, Ingalls traced her American family back to 1661 and were social doyens in New York society, heirs to the Houghtaling tea fortune. She was related to Laura Ingalls Wilder, the author of *Little House on the Prairie*. Like Strassmann, before learning to fly she had an early career in the arts: concert pianist, ballet dancer, and actress.

Ingalls aviation record was impressive. She soloed in 1928 at Roosevelt Field on Long Island and by 1930 held a Transport License. In that same year, she broke her previous records for loops executing 980 in 3 hr 40 min in a deHavilland Gypsy Moth. She followed that up with a world record for barrel rolls, 214 flown over Lambert Field in St. Louis. In 1934, Ingalls received the Harmon Trophy for a 17,000 mile solo flight around South America in which she visited 23 nations and became the first woman to fly across the Andes.

Ingalls and her Lockheed Air Express in which soloed South American.



In 1939, she violated Civil Air Regulations by flying over the White House and dropping leaflets addressed to Congress urging non-intervention in a European war. She pleaded ignorance of the law but her flight privileges were temporarily suspended.

As the shadows of Fascist warmongering darkened Europe, she went further, serving as a paid agent of Ulrich von Gienanth, a Nazi intelligence operative undercover as Second Secretary of the German Embassy. After Hitler invaded Poland she expected a Nazi victory in Europe and stated "Some day I will shout my triumph to a great leader and a great people... Heil Hitler!"

After the United States entered the war, she was charged with failing to register as a paid agent of a foreign power and spent 20 months in a federal prison. During that time, she preached Naziism and attempted to organize white prisoners against blacks, was beaten up for those efforts and had to be transferred to another prison.

Prison did nothing to moderate her political views about what she termed the "lousy democracy" of the United States. While still on probation, she rendered the following opinion of D-Day, the Normandy landings.

"This whole invasion is a power lust, blood drunk orgy in a war which is unholy and for which the U.S. will be called to terrible accounting... They [the Nazis] fight the common enemy. They fight for independence of Europe—independence from the Jews. Bravo!

In 1944, she was arrested at the Mexican border with a suitcase of seditious materials. In 1950, her application for a pardon was rejected

January 11, 1962 – A Boeing 707-320B designated VC-137C became Air Force One. See the photo-essay on the history of fixed wing aircraft assigned to the President.

January 12, 1970 – Blanche Stuart Scott, the "Flying Tomboy," possibly the first American woman aviator, goes West.

In 1910, Scott made her name as the first woman to drive an automobile across the United States, east to west and the second woman to accomplish the cross-country trip. She started from New York on May 16th and arrived in San Francisco on July 23rd!

She then started flying. Her flight instructor was Glenn Curtiss. Curtiss had fitted a throttle limiter on the training aircraft to provide enough speed for taxi practice but not flight. Sometimes between September 2nd and the 12th, the date is uncertain, the limiter failed or a gust of wind allowed her to gain enough speed to reach 40 feet in altitude and then manage to gently land. The Early Birds of Aviation designated her the first American woman to solo however the Aeronautical Society of America awarded the honor to Bessica Medlar Raiche who flew on September 12th, a better documented and more importantly, an intentional flight.



Within a month, she became a member of the Curtiss Exhibition Team and on October 24th, at the controls of a Curtiss Hudson Flyer became the first woman to fly at a public event in America, the Fort Wayne, Indiana air meet. Known for her aerobatic displays, she also became the first American woman to fly cross-country, a 25 mile flight from Mineola, New York.

FEB. 17. 18. 22. 23. 24. 25

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Her specially designed flying outfit consisted was brown satin and leather. Her petticoats were held in place with leggings. Leather gloves and a brown satin helmet rounded off her attire.

In 1912, Glenn Martin employed her as an exhibition pilot and test pilot, another first for an aviatrix. Her move to the west coast was forced by a rule of the Aero Club of New York which demanded that she have Aero Club license to perform. Glenn Curtiss, who held License #1 said that it was not worth the paper it was printed on and Scott never received one. The Aero Club license was not required in California.

Scott not only flew exhibitions in California but also appeared in two movies, *The Aviator* and *the Autoist Race for a Bride* and *An Aviators Success.*, paralleling the careers of the previously mentioned Strassman and Ingalls.

The next year, she joined Chicago's Ward Aviation Company flying exhibitions in the mid-west. A crash on Memorial Day led her to abandon exhibition flying. She opined that the spectators were more interested in crashes than flying skill.

Afterwards, Scott worked in the entertainment industry as a Hollywood script writer and produced and performer of radio shows.

Scott became the first woman passenger in a jet plane when in 1948 she flew with Chuck Yeager in a P-80C jet and worked as a consultant for the USAF Museum.



A member of The Early Birds, pilot who soloed before 1916 and an inductee into the National Women's Hall of Fame, she maintained an interest in promoting aviation until her death.

January 13, 2009 – The “Angel of the Outback,” Nancy Bird Walton goes West.” Walton was the youngest woman to earn a commercial pilot certificate in the British Empire.



Nancy Bird and a deHavilland Leopard Moth

She started her flying career as a student of long-distance aviator Charles Kingsford Smith and bought her first plane, a deHavilland Gipsy Moth. After obtaining her certificate, she and Peggy Kelman, a fellow pilot barnstormed the back country, bringing aviation experiences to people who had never seen an airplane before and offering rides for 10 shillings a head.

In 1935, she and her Gipsy Moth were engaged in an air ambulance service providing medical assistance in the New South Wales outback. She

also won an Adelaide to Brisbane air race. During World War II, she served as Commandant of the Women's Auxiliary Australian Air Force.



“Nancy-Bird,” as her husband Charles Walton called her, continued an engagement in aviation and charitable work which led to investment as an Officer of the British Empire. She formed the Australian Women Pilot's Association to foster female participation in aeronautics. She said her greatest honor was when Qantas dedicated their first Airbus 380 in her name. Western Sydney Airport has also been named in her honor.



In 1997, twelve years before she went West, the Australian National Trust a “national living treasure.” She was accorded a state funeral and the Qantas 380, *Nancy-Bird Walton* performed a fly-over.

January 14, 1966 – Sergei Pavlovich Korolev, the Wehner von Braun of the Soviet space program goes West.

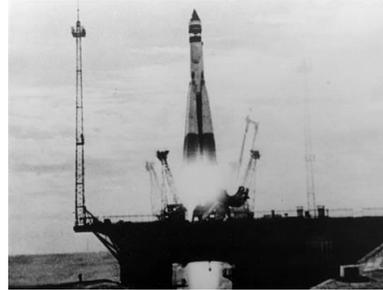


Korolov originally trained as a carpenter and inspired by an air show which he attended, Designed a glider. In stages, he transferred his interests and skills from woodcraft to aircraft design and in the mid '20s, was designing and flying gliders. While working on the design of the Tupolev DB-3, he started to consider how aircraft performance might be enhanced and became involved in rocket research. By this time, his superb management abilities emerged and he received greater responsibilities in the Soviet rocket program.

But his career advancement was not to be. Korolov was denounced and became a victim of the Stalinist era purges. Escaping execution, he spent six years in in the Gulag slave camps where he suffered injury and disease in the abominable conditions of the labor camps. Some relief was achieved when his sentence was reduced and he was transferred to what was euphemistically termed an “experimental design bureau,” a penal institution where the intellectual prowess of the prisoners was exploited for the glories of Soviet science. He and his fellow inmates made contributions to the Soviet aeronautics program and in 1944, Korolov was released and in the following year, commissioned a colonel in the Red Army!

After the Soviets achieved victory in the “ Great Patriotic War,” Korolov worked with thousands of conscripted German rocket scientists, engineers, and technicians to develop the a Soviet missile program. The United States followed the same path, bringing hundreds of Germans to the United States as part of “Project Paperclip.” In 1959, the Soviets deployed the first of the intercontinental missiles, the R-7 and the missile race was on.

International prestige was at stake and Korolov modified the R-7 as a satellite launcher. On October 4, 1957, Sputnik 1 became the first artificial satellite of the earth. This led some wag to state that the only explanation as to why the Soviets beat us into space was because “their German scientists were better than ours.”



An RS-7 variant launches Sputnik 1 (Credit: Nolvosti)

The United States was embarrassed, nay, humiliated, and on May 25, 1961, the newly elected President John F. Kennedy addressed a joint session of Congress and said:

“...I believe that this nation should commit itself to achieving the goal, before this decade is out, of landing a man on the moon and returning him safely to the earth. No single space project in this period will be more impressive to mankind, or more important for the long-range exploration of space; and none will be so difficult or expensive to accomplish.”

Korolov and von Braun set to work and the lunar space program evolved in both nations. The movie “The Right Stuff” portrays the spirit of the times. Korolev appears in a film clip shown on television in one scene and there are references to the “Chief Designer,” the title which the Soviet's used to conceal his real identity.

*Korolov and Yuri Gagarin
(Credit: Russina Center for Science and Culture)*



Korolov continued to direct Soviet achievements in space exploration until ill health, partially the result of his incarceration in the prison camps led to his death. It was only after his death that the “Chief Designer” was recognized as Sergei Pavlovich Korolev and he received the equivalent of a state funeral, his ashes placed in the Kremlin wall necropolis.

January 15, 1916 – The first plane to be launched from a submarine (U-12) is a Friedrichshafen FF.29, German lightweight two-seat floatplane.

Friedrich von Arnould de la Perière, an officer in the Imperial German Naval Air Service and the brother of the most successful submarine commander in history, Lothar von Arnould de la Perière, suggested that a bomber's effectiveness could be improved if launched from the deck of a submarine. Previously, he had modified a Friedrichshafen FF-29 seaplanes to carry bombs, flew it across the English Channel and dropped them on London's suburbs, the first aerial attack on England.

Lothar perceived that the combat range of the aircraft could be increased if launched from a submarine. He enlisted the services of Kapitänleutnant Walther Forstmann, skipper of the U-12 which was at Zeebrugge, Belgium where his squadron was also located.

They loaded the aircraft on the foredeck of the U-12 but heavy swells outside the harbor threatened to damage the aircraft so Forstmann flooded the forward tanks and the FF.29 floated off the submarine and successfully took off. It made it to England, flew along the coast, and then returned to Zeebrugge. But the idea was stillborn. No further attempts were made to continue the experiment.



The 24 foot long aircraft perched on the 20 foot beam of the U-12.

All three officers mentioned above fought in World War II. After sinking 194 ships in WWI, Lothar was recalled in WWII and was a Vice Admiral when he was killed in a plane crash in France. Friedrich, his brother became a lieutenant general in the Luftwaffe. Forstman held several commands in the Second World War and retired as a captain.

PHOTO-ESSAY

Presidential Fixed Wing Aircraft

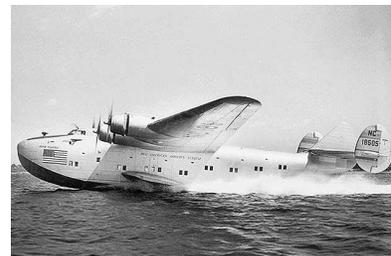
The history of Presidential aircrafts is interesting and little known. The Boeing 747, designated VC-25A, has been around since for 30 years and is a familiar sight on news broadcasts. But what other aircraft has been associated with sitting Presidents?

The first was an RD-2 Douglas Dolphin, It was purchased for President Franklin D. Roosevelt but never used by him.



Navy RD-2 at NACA Langley (Credit: National Archives)

FDR was the first President to fly while in office and the flight was on a Pan American flying boat the Boeing 314, the *Dixie Clipper*. In 1943 he and his staff flew to Morocco to attend a meeting of the Allied leaders in Casablanca.



The Dixie Clipper

At that time, a Consolidated Liberator Express was specifically outfitted for FDR. Designated C-87A, the aircraft was named *Guess Were II*. However, the Secret Service would not approve it due to the type's abysmal safety record and it was never used by the President. However, they did allow his wife, Eleanor, to use it on a 1944 "Good Will" flight to Latin America.



One of the three C-87A produced.

Next, a Douglas DC-4 was modified for the President. A VC-54C Skymaster, was not only equipped with the usual conference and billeting facilities but also had a belly mounted elevator for lift the wheel-chair borne President. It was popularly known as *The Sacred Cow* and only used once by Roosevelt who flew to the Crimean city of Yalta to meet with Stalin and Churchill.



Sacred Cow at the Air Force Museum. The belly mounted glass faced wheelchair lift is visible just under the wing.

A Douglas DC-6, the Air Force VC-118 Liftmaster replaced the Sacred Cow in 1947. Harry S. Truman named it after his home town, Independence, and it had a striking blue and white paint job featuring a stylized eagle stretching from the nose to the tail.



A nice image of the stunning eagle motif on the Independence.

During the administration of President Dwight D. Eisenhower, two Lockheed Constellations were adopted as the presidential transports. They were named Columbine after the state flower of Colorado, Mamie Eisenhower's adopted home state. Columbine II was a VC-124A Lockheed Model 749 and the first aircraft to use Air Force One as a call-sign. It was also the only presidential aircraft sold to a private individual.



Columbine II undergoing restoration at Marana, Arizona (Credit: Gregg T. Williams)

The Air Force used it after Columbine III replaced it and then sold it to a private buyer. It changed hands several times and is currently under restoration in Bridgewater, Virginia.

Columbine III was a VC-124E based on the L-1049 Super Constellation.. Columbine I had been his personal transport when he was in the army and it is now at the Pima Air and Space Museum.



Columbine III at the Air Force Museum

Ike also used an Aero Commander Super 680 to commute to his Gettysburg farm. The aircraft's original Air Force designation was L-26C but changed to U-4B when he "liaison" class name was retired. Eisenhower was the only president to hold a private pilot certificate and he occasionally flew it from the right seat.



Ike's U-4B at the Air Force Museum.

1959 saw the introduction of jet aircraft into the presidential fleet. A Boeing 707-20 nicknamed "Queenie" or more formally a VC-137A was outfitted and took Ike on a three week "good will" tour to 11 countries on three continents, hardly practical with the piston engined Connies.

The incoming President John F. Kennedy and his fashion conscious wife Jackie elected to rework the interior in blue and white and the pattern remains to this day.



Queenie, a VC-137A with its original paint scheme.



VC-137B at Pima. This is one of the A models re-designated as a B model. Its serial number is one higher than Queenie's.



VC-137C arrives at the Air Force Museum (Credit: USAF)

The VC-137C served eight Presidents from JFK to President William J. Clinton until replaced by the Boeing 747-200B, VC-25A in 1991 during the term of President George H.W. Bush.



The VC-25A (Credit: Roman Gray, USMC)

And the Boeing C-32, a modified 757 is used when the field is not adequate for the 747.



Boeing C-32 (Credit: Sam Meyer)

But along the way, a few other aircraft made their appearances as presidential transports. A Beech King Air 90, VC-6A, was used by President Lyndon B. Johnson to fly from Bergstrom AFB, the nearest field able to accommodate the 707, to his ranch near Stonewall, Texas. The aircraft became known as the "Lady Bird Special," a play on the First Lady's childhood nickname.



The Lady Bird Special (Credit USAFM)

Presidents Johnson, Nixon, Gerald R. Ford, Jr., James E. Carter, Jr., and Ronald all made use of a Lockheed Jetstar known to the Air Force as the VC-140B. Johnson referred to the aircraft as "Air Force One Half."



Jetstar at the Lyndon Johnson Museum (Credit: Nsdhapi5)

A North American T-39A Sabreliner was also stationed at Bergstrom for Johnson's convenience.



The Sabreliner used by President Johnson on display at the USAFM.

Gulfstreams have ferried Presidents. The C-20B Gulfstream III and the C-20C Gulfstream IV replaced the Jetstars for short flights and for emergency evacuations. The C-37A is a modified Gulfstream IV



Presidential C-20B at the USAFM



C-37A



C-40B, a 737-700 but no records of it ever carrying the President.



This DC-9-32, a VC-9C, also has served as a Presidential aircraft. (Credit: Aktig Ates)

The most unusual presidential aircraft is Navy One, a Lockheed S-3D Viking. This is an anti-submarine aircraft in which President George W. Bush landed on the *USS Abraham Lincoln* in 2003. It is also known as the "Hoover" because its engines sound is akin to that made by a vacuum cleaner.



Navy One trapping on the USS Abraham Lincoln (Credit: Photographer's Mate Airman Gabriel Piper, USN)