



Missions for  
America

*Semper vigilans!*

*Semper volans!*

## CADET MEETING

14 January 2020

Lt. Drost led a character development seminar, "Inclusivity" which was directly related to our annual review of CAP's anti-discrimination policy.

Lt Col Rocketto announced details about the upcoming AIAA essay contest and the availability of scholarships for flight students.

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

<http://ct075.org>

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Issue 14.03

14 January, 2020

### SQUADRON CALENDAR

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-Safety Down Day  
29 FEB-01 MAR-Squadron Leadership School  
03 MAR-TRCS Staff Meeting  
10 MAR-TSRCS Commander's Call  
17 MAR-TRCS Meeting  
24 MAR-TRCS Meeting  
31 MAR-TRCS Meeting

A cadet promotion ceremony was held.



*Cadets Ceniglio, Deveau, and Buchko received the Hap Arnold Award and promotion to C/AIC.*



*Cadet Andrejczyk received the Mary Feik Award and promotion to C/SrA.*



*Cadets Rathbone and Skiles received the Wright Brothers Award and promotion to C/SSgt.*



*Cadet Alexander received the Rickenbacker Award and promotion to C/TSgt.*



*Cadets Thornell and Munzner received the Willa Brown Award and promotion to C/1Lt.*

The meeting concluded with a brief trivia quiz.

### **SENIOR MEETINGS**

*14 January, 2020*

Maj Farley delivered the mandatory annual CAP Non-Discrimination Policy briefing.

Lt Pineau reviewed the I'M SAFE acronym to satisfy the monthly requirements for a safety briefing.

Lt Kopycienski reported that 92% of senior members and 72% of the cadets have passed the ICUT tests and are qualified radio operators.

Lt Col Rocketto informed the seniors about the availability of AOPA scholarships for primary and advanced training.

Maj Farley introduced Matthew Madore, a former TRCS cadet who is returning to the Squadron.

### **CTWG SERVICE**

Lt Jennifer Thornell and SM Daniel Docker served as administrative assistants at the Cadet Leadership Course held at Camp Nett last month.

### **PROMOTIONS AND AWARDS**

Lt Thomas Ceniglio has qualified at the Technician Level in Aerospace Education and earned The Benjamin O. Davis Award for attaining Level II in the CAP Senior Professional Development Program.

Capt Charles Johnson has satisfied the requirements of CAPF5 and is now a CAP qualified drone operator.

### **AEROSPACE CHRONOLOGY***January 15* *First Flights*

1937– First flight of the Beechcraft Model 18, the “Twin Beech.” Over 9,000 were produced with military models designated AT-7 Navigator, AT-11 Kansan, and C-45/SNB.



*Beech E18S*

*AT-7B Navigator- Note astrodome for training purposes.*



*AT-11 Kansan used for bombing and gunnery training. This particular aircraft was based at Groton and used by Tim Flynn's Aeromarine Surveys.*



*C-45 Expeditor called “Bug Smasher by the Air Force and designated SNB by the Navy and called the “Secret Navy Bomber”*



*The canard equipped Curtiss Ascender*



*Modified Be18 used by Brennan and Hargreaves (BDL) for freight hauling.*

*The unique “elevator” used to get the XP-55 pilot into the pressurized cockpit.*



*Pilgrim Airlines (GON) N139PM, a Volpar Turboliner, Beech 18 with turboprops and nose gear.*



*Northrop's Black Bullet*

1943 – The Vultee XP-54 “Swoose Goose” was the response to an Army Air Force order for an interceptor with an unusual configuration. It had a pusher prop and the nose could pivot up and down to extend the field of fire of the cannons and machine guns. Only two were produced before the program was terminated. Two contending “unusual configurations,” the Northrop XP-56 Black Bullet and the Curtiss XP-55 Ascender met similar fates.

1947 – Connecticut's Kaman Aircraft flew the first turbine powered helicopter after replacing the 225 HP Lycoming piston engine of the K-225 with a Boeing designed turbine producing 175 HP. The aircraft uses Anton Flettner's intermeshing rotor configuration which with the exception of the SH-2 Seasprite became a hallmark of Kaman helicopters.



*The Swoose Goose*



*The turbine equipped K-225 at the Udvar-Hazy Annex of the National Air and Space Museum.*

January 16, 1941 – After being damaged on January 7 while providing convoy protection, the aircraft carrier *HMS Illustrious* sought refuge in Malta's Grand Harbour to effect repairs. Malta was not much of a sanctuary as at that time it was the most bombed place in the world suffering incessant air attacks by Italy's *Regia Aeronautica* and the *Luftwaffe*.

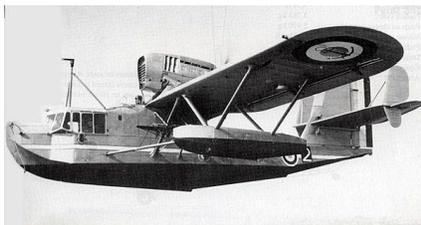
44 JU-87 Stukas and 17 Ju 88s escorted by 40 German and Italian fighters made a mass dive bomber attack in an attempt to destroy the *Illustrious* which was berthed at Parlatorio Wharf in Frenchman's Creek, a narrow arm of the Grand Harbour.



*The massive bomb attack on the Grand Harbour. The Illustrious is just to the right of the crane.*  
(Credit: Times of Malta)

Further damage was incurred but temporary repairs were sufficient to make the carrier seaworthy and on the 23rd, she departed, via Alexandria and the Suez Canal, for permanent repairs in Norfolk, Virginia

January 17, 1941– The Battle of Koh Chang, Franco-Thai War, opens with a bombing attack by a Vichy French Loire 130 flying boat on Royal Thai Navy warships. The Thais retaliate and managed to hit the French light cruiser *La Motte-Picquet* but the bomb fails to explode.



*A Loire 130*



*The French cruiser La Motte-Picquet*

The Thais, sensing French weakness after their defeat in Europe by the Nazis and the occupation of their colony of Indo-China by the Japanese attempted to resolve a boundary dispute by force of arms. Both sides were more or less evenly matched with the Thais having some quantitative advantage in land and air forces.

After some serious fighting, the French Navy scored a tactical victory at Koh Chang and the Japanese, fearful of French success, stepped in to mediate the dispute. In the treaty signed in Tokyo, the Japanese ended up ceding territory to Thailand. But the real winner was Japan who consolidated its hold over French Indo-China and in a short time invaded Thailand which judiciously allied itself with Japan.

January 18, 1968 – The shoot-down of an F-4 over North Vietnam led to a daring rescue by Lieutenant Junior Grade Clyde Lassen and his crew flying a Kaman UH-2A Seasprite.



*This is a picture of the Seasprite in which Lassen and his crew flew the Medal of Honor mission.*  
(Credit US Navy)

When the rescue was repeatedly balked by the dense vegetation and heavy anti-aircraft fire, Lassen turned on his aircraft lights in order to lead the downed aviators to his chopper. The helicopter had been and was damaged by enemy fire but they managed to get the aviators aboard. Lassen then flew out to sea and landed on the *USS Jouett*, a guided missile cruiser. He had five minutes of fuel remaining.

Lassen's Medal of Honor citation reads in part:

*...Although enemy fire was being directed at the helicopter, he initially landed in a clear area near the base of the hill, but, due to the dense undergrowth, the survivors could not reach the helicopter. With the aid of flare illumination, Lt. Lassen successfully accomplished a hover between 2 trees at the survivors' position. Illumination was abruptly lost as the last of the flares were expended, and the helicopter collided with a tree, commencing a sharp descent. Expertly righting his aircraft and maneuvering clear, Lt. Lassen remained in the area, determined to make another rescue attempt, and encouraged the downed aviators while awaiting resumption of flare illumination. After another unsuccessful, illuminated rescue attempt, and with his fuel dangerously low and his aircraft significantly damaged, he launched again and commenced another approach in the face of the continuing enemy opposition. When flare illumination was again lost, Lt. Lassen, fully aware of the dangers in clearly revealing his position to the enemy, turned on his landing lights and completed the landing. On this attempt, the survivors were able to make their way to the helicopter. En route to the coast he encountered and successfully evaded additional hostile anti-aircraft fire and, with fuel for only 5 minutes of flight remaining, landed safely aboard USS Jouett.*



*The crew of Clementine Two, left to right, Lt. (j.g.) Clyde E. Lassen, AE2 Bruce Dallas, ADJ3 Don West, Lt. (j.g.) C. LeRoy Cook. (U.S. Navy)*

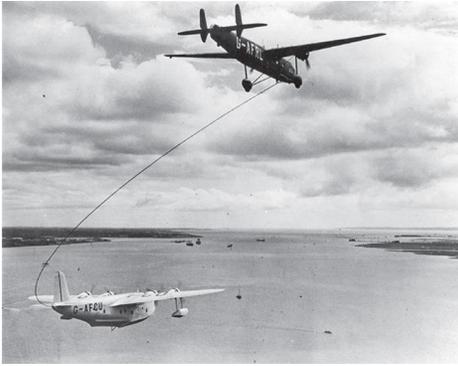
January 19, 1946 – First flight of the Bell XS-1.

Jack Woolams, test pilot for Bell Aircraft flew the first and nine successive glide tests of the XS-1. He was replaced by Chalmers “Slick” Goodlin” who flew the first powered flight and 24 other tests. The aircraft was flown by 17 other pilots for a total of 157 flights before being retired.



*Jack Woolams and Slick Goodlin*

January 20, 1938 – Imperial Airways and Flight Refueling Ltd. makes the first aerial refueling using the looped-hose system. The procedure was developed so that Imperial's Empire Class flying boats could would be able to make trans-Atlantic flights. The trials were successfully and in August and October of 1939, fifteen crossing were made. The outbreak of the war curtailed further flights.



*A Flight Research Armstrong-Whitworth AW.23 refuels the Imperial Short Flying Boat Cambria over Southampton Waters*

*For a film of the event, go to:*

[https://www.youtube.com/watch?v=rdl5R\\_Doyp0](https://www.youtube.com/watch?v=rdl5R_Doyp0)  
Flight Fueling in Midair (1939)

January 21, 1920 – British Somaliland Protectorate - The Royal Air Force activates “Z Force” to fight Sunni sheik Mohammed bin Abdulla Hassan, saddled with the name, “The Mad Mullah”

Hassan led a Dervish uprising seeking independence. Racked by austerity measures, the British Treasury were reluctant to grant two million pounds to field the two divisions which the Army claimed they needed to restore order.



*The adversaries: Hassan perched on a camel and Trenchard plonked down in an easy chair.*

Air Chief Marshal Sir Hugh “Boom” Trenchard argued that the use of aircraft would be a relatively cheap and effective solution to suppressing the revolt. Trenchard promised that he would not ask for troops and would use 12 Airco DH-9A aircraft, about 20 ground vehicles, the locally based Somali Camel Corps and one battalion of the King's

African Rifles. The cost would be around 100,000 pounds sterling, one twentieth of the cost of using regular British troops.

*DH-9A-The aircraft was equipped with two or three machine guns and could carry up to 660 pounds of 20, 50, or 112 pound bombs.*

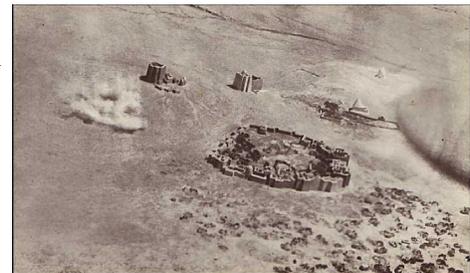


*One of them was converted into an aerial ambulance.*

Air raids on native forts and villages combined with the indigenous Somali and African ground forces led to a swift British victory.

*Dervish fort at Taleh under air attack.*

*(Credits:Imperial War Museum)*



The RAF was granted independent status, one of Trenchard's goals, and used for similar missions in Iraq and the Northwest Frontier region of India and Afghanistan. Somaliland remained under British rule

Hassan died of influenza in 1920 but he is regarded as the father of the pan-Somali movement and the “Father of his nation.” But for the last three decades, Somalia has faced internal turmoil by clan warlords and the terrorist group Al Shabab, an ally of Al-Qaeda.