



Missions for America

Semper vigilans!

Semper volans!

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

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27 May, 2020

2 June-Senior Meeting

3 June - Cadets/Leadership

9 June-Senior Meeting

10 June - Cadets/Aerospace / Leadership

16 June - Senior Meeting

18 June - Cadets/CD-Thursday

SENIOR MEETING

26 May, 2020

Lt Adam Spreccace, One of three Long Island Sound Patrol hub-master briefed the Squadron on the 2020 LISP Operations Plan. Details included the summer schedule, air crew qualifications, communications, water survival training and aero of operational responsibility.

Lt Jason Otrin conducted a review of CAP approved practices and regulations governing the use of social media.

Lt Michael Kopycinski has continued improvements in the headquarters infrastructure and had completed new storage cabinets for communications gear. The cabinets are wired so that the hand-held radios stored within are constantly charged.

Lt Kopycienski commended C/CMSgt Elizabeth Burton and C/SSgt Seth Trotochaud for their work maintaining a high frequency radio net. They are two of only about 20 cadets in CAP who are high frequency operators.

Maj Scott Farley conducted the concluding round-robin.

CADET MEETING

27 May, 2020

C/SrA Stephen Buchko conducted a 20 question challenge to identify notable pilots. Cadets were given three clues and shown a picture of each pilot and some other images which might also serve as clues.

Cadets have been notified to observe the launch of the SpaceX mission to the International Space Station, scheduled for Thursday, the 28th. They were given with a set of questions to assist them to understand details of the mission. The current events article in this issue provides additional facts about what NASA tags as the Demo-2 mission.

Be prepared to answer Lt Docker's questions about the UH-60 next week.

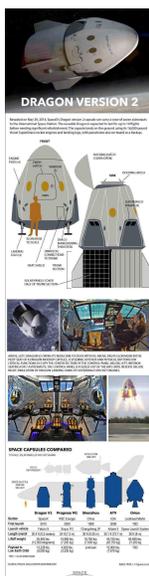
Cadet David Motherway III has been promoted to Cadet Airman 1st Class.

CURRENT EVENTS

First Manned Commercial Mission to the ISS

SpaceX will attempt its first manned trip to the International Space Station on Saturday, May 31st. The launch will be the culmination of a 10 year to develop a cooperative manned space program between NASA and commercial enterprises to develop a manned reusable vehicle. Robert Behnken and Douglas Hurley will man the Crew Dragon spacecraft.

A SpaceX Falcon 9 rocket will lift the Crew Dragon capsule from Pad 39A for a 24 hour journey to rendezvous with the ISS. After an autonomous docking, Behnken and Hurley will join the Expedition 63 crew and engage in a number of tests on their docked capsule and perform other duties as required. The length of their stay has not been determined at this time but could last as long as 110 days.



Their return to earth will be in their Crew Dragon spacecraft which will parachute to a splashdown off the coast of Florida. A dedicated recovery ship *Go Navigator* will then recover the crew and spacecraft.



Success will break the Russian monopoly on the "space taxi" service and our dependence on Russian booster engines.

Elon Musk, better known for Tesla, is an entrepreneur who founded SpaceX where is the CEO, and chief designer. His wealth is estimated at around \$35 billion dollars.

Musk does sports a whimsical streak. The Falcon rocket derives its name from Han Solo's Millennium Falcon and the Dragon space capsules monicker is a reference the the Peter, Paul and Mary hit "Puff the Magic Dragon."

THE WEEK'S AEROSPACE ANNIVERSARIES

27 May, 1941 – The German battleship *Bismarck* is sunk by British naval and air forces. An American naval aviator played an important part in the sinking.



(Credit: Bundesarchive)

President Franklin D. Roosevelt was pushing the edge of the political envelope when he approved the sale of 200 Consolidated PB-5 Catalinas to the British. The isolationists and the America Firsters were adamantly opposed to any

involvement in the European war. FDR took an even bigger risk when he approved the loan of three U.S. servicemen as trainers for the new equipment.



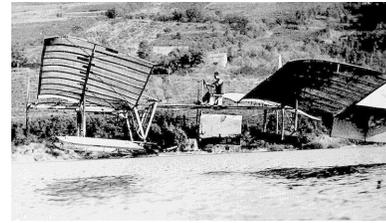
Ensign Leonard B. "Tuck" Smith was "loaned" to the RAF Coastal Command and assigned to 209 Squadron, Loch Erne, Northern Island. The Bismarck had just sunk battle cruiser *HMS Hood*, pride of the British Fleet and Churchill was furious and wanted blood for blood. Sorties for the German ships was launched. Smith was aboard AH545 and after a six hour flight he spotted the *Bismarck*.

Gloster Gladiator torpedo bombers were launched from *HMS Ark Royal* and one of them managed to get a hit which damaged the *Bismarck's* rudder. The crippled battleship's speed was reduced and her maneuvering impaired.



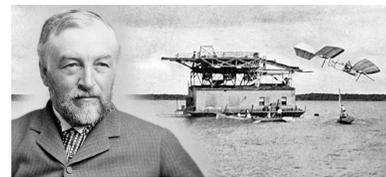
A Royal Navy task force ran her down and in the ensuing battle the sinking *Bismarck* was scuttled by her crew and administered the coup de grâce by torpedoes from a British cruiser

28 May, 1914 – Glenn Curtiss successfully flies the refurbished Langley Aerodrome for a distance of approximately 150 ft. at Keuka Lake, Hammondspport, New York.



Wilbur had died of typhus in 1912 but the patent held by the Wrights gave cause for a demand for royalties from other aircraft manufacturers, the most prominent of them being Glenn Curtiss.

The Smithsonian wished to ensure the place in history of their former Secretary, Samuel Pierpont Langley and argued that he had built the first heavier than air airplane capable of flight. The flight of the Aerodrome is one battle in the war between Orville Wright and the Curtiss-Smithsonian combine.



Both Curtiss and the Smithsonian would gain if they could prove that Langley's aerodrome could fly and that its failure was only due to a fault in its launching gear. So the Smithsonian loaned the Aerodrome to Curtiss who put it on pontoons and managed to make some minimal flights off the lake. But it turned out that Curtiss had done more than added pontoons.

The engine and propeller had been improved and the structure strengthened. About 30 changes were made to the original design. Some notable engineers have proven conclusively that in an unaltered state the Aerodrome was not capable of flight. The structure was too weak and would deform under flight loads causing structural failure. Even if the launching gear had functioned perfectly, the Aerodrome was doomed.

29 May, 1951– Charles Blair makes the first solo flight over the North Pole in his North American

P-51C named *Excalibur III*. Blair had a remarkable career both in the military and civilian aviation. He was test pilot on the Sikorsky VS-44 flying boat and his widow, Maureen O'Hara donated it to the Navy which transferred it to the New England Air Museum.



(Credit: National Air and Space Museum)

30 May, 1972 – The merry month of May is an auspicious month for first flights. One this date alone seven planes from seven different airframe companies took wing.

1924-Marinens Flyvebaatfabrikk M.F.8.-A three seat maritime patrol biplane used by the Royal Norwegian Naval Air Service.



1944-Pilatus SB-2 Pelican-Equipped with a then unusual tricycle landing gear. Only one Pelican was produced.



1947-Boulton Paul Balliol - The Balliol was an advanced trainer for the RAF and equipped with carrier gear for the Fleet Air Arm.



(Credit RuthAS)

1948-Martin P5M Marlin-The Marlin flew the last flying boat operations for the U.S. Navy, the Operation Market Time maritime patrols in Vietnam.



1958-Douglas DC-8-The DC-8 is the only conventional airline to attain supersonic flight, a dive, during which Chuck Yeager flew chase in an F-104.



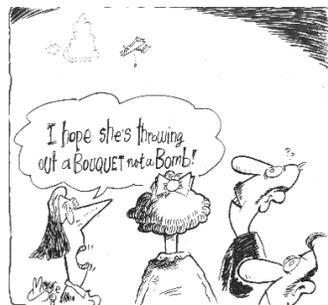
1972-Northrop YA-9-A dedicated close support aircraft which lost the fly-off with the A-10.



1979-Cessna Citation III-The first production model was owned by Arnold Palmer who used it to set a new speed record, Gander to LeBourget.



31 May, 1919 - A tradition to hold a non-traditional wedding occurs at Houston's Ellington Field on the last day of May. A couple is married in flight. The first occurrence was the joining of Lt. R.W. Meade and Miss Marjorie Dumont in holy matrimony while aboard an Handley-Page 400 bomber. The aircraft had been made under license by Standard Aircraft in New Jersey. An army chaplain performed the ceremony and a very small wedding party served witness. And where would we be without tradition?



So to maintain tradition, Lone Star Flight Museum holds an "Elope Over Ellington" contest. A winner is drawn from a pool of entrants and the ceremony is performed aboard the museum's B-17G, *Thunderbird*. Contestant couples not fortunate to draw the winning "boarding passes" are married in the museum.



Lone's Star's Matrimonial Chariot, Thunderbird

01 June, 1942 – The not uncommon incident of a blue-on-blue casualty is an abhorrent event for any military force. Over-eager gunners and the fog of war lead to friend killing friend, not foe. The red disk in the center of the star on U.S. aircraft bore too much of a resemblance to the hinomaru carried by Japanese aircraft. The United States replaced the old insignia with a white star in a blue circle.



A Grumman Hellcat and a Douglas Dauntless exhibit the two styles of identifying marks. They are on exhibit at the Museum of Naval Aviation, Pensacola, Florida.

Likewise the Civil Air Patrol removed the red propellor from the civil defense triangle.



CAP Fairchild 24

In the Pacific Theatre of Operations, the Fleet Air Arm followed suit.



ROYAL NAVY CORSAIR IV / FG-1D (ROBERTO PLA / CCSA)

02 June, 1941 – The United States Navy commissions USS Long Island (AVG-1), its first escort aircraft carrier. The Long Island was a proof of concept experiment to test air operations from converted merchant ships. Later re-designated CVE-1, she was the first in a long line of 122 baby flat-tops.

The CVE's were not meant to directly engage enemy war ships. Generally built on a merchant ship hull, their light construction made them

vulnerable to shellfire and bombs. Of the 122 US Navy CVE's, six were sunk, three by kamikazes, two by submarines and one by shellfire. Sailors sometimes said that CVE stood for "combustible, vulnerable and expendable." So CVE's did not sail with the main battle force.



Acting as an aircraft ferry, Long Island is carrying 21 Hellcats, 20 Dauntless dive bombers and two Ducks.

The escort carriers were useful in three roles. As an anti-submarine weapon, they escorted convoys and later formed hunter-killer teams with detachments of destroyers and destroyer escorts. Their aircraft provided close air support to invasion forces. The "jeep carriers" as they were called also ferried aircraft into the combat zones and provided replacements for combat losses suffered by the fleet carriers

The Royal Navy called them "Woolworth Carriers." Like the U.S. ships they were cheap to build but slow and carried a limited number of aircraft. But they filled an important role in combating the U-boat menace.

The British invented the concept and operated 45 ships. But 39 were built by the United States and transferred as land-lease. Two of them were sunk by U-boats and one by an internal explosion.

When the war ended, many of them were converted into cargo ships and were able to give 20 more years of service before relegated to the ship-breakers. Not one ship of this type survives today.