



Missions for
America

*Semper
vigilans!*

*Semper
volans!*

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Squadron
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17 June, 2020

20-21 June - LISP

23 June - Senior Meeting

24 June - Cadets: Aerospace

30 June: Senior Meeting

1 July - Cadets: Leadership

7 JUL - Senior Staff Meeting

8 July - Cadets: Aerospace / Leadership

14 JUL- Senior Meeting-Commander's Call

11-12 JUL-LISP

14 JUL-Senior Meeting - Commander's Call

16 JUL-Cadet Meeting-Character Development

25-26 JUL-LISP

8-9 AUG-LISP

29-30 AUG-LISP

19-20 SEP-LISP

**CADETS-WRITE LETTERS OF THANKS
TO THE UNIFORM DONORS. IT IS THE
RIGHT THING TO DO.**

SENIOR MEETING

16 June, 2020

Capt Brian Proulx briefed the Squadron on the geographic limits which must be observed when flying the Long Island Sound Patrol (LISP). Operations outside of the assigned patrol area must first receive permission from Air Force Rescue Coordination Center.

Capt Charles Johnson delivered an extremely thorough discourse on hypoxia; the theory, conditions under which it will occur, symptoms, and actions to be taken if hypoxia is suspected. An add-on bonus was a discussion of carbon monoxide poisoning.

Lt Adam Spreace announced that openings are available for aircrew on the recently expanded LISP schedule. Aircrew qualified officers should contact him if available.

Three man crews and extra training opportunities are also available so LISP mission participation is more open now.

Lt Col Doucette reminded members that the timely submission of requests for reimbursement is needed to avoid the 60 day cut-off.

CADET MEETING

18 June, 2020

Capt Schantz issued a warning on possible civil disturbances.

Lt Drost led a character development seminar entitled "Respectful Disagreement." A short video about the long-term friendship between Justices Ruth Bader Ginsberg and Antonin Scalia who often differed in their written legal opinions but who also maintained close personal social relationships was shown and served to focus the discussions.

REPORT ON WEEKLY OPERATIONS AND ACHIEVEMENTS

Basic Cyber Camp

Cadets Olivia Busher, Joseph Busher, and Noah Bosse are attending the CTWG Cyber-Patriot Camp. They are working with Lt Babor and seven cadets from other squadrons and learning the nuances of cyber-security. The sessions run from each night for 3-4 hours.

AEROSPACE CHRONOLOGY FOR THE WEEK

Maple Leaf Forever Week Canada, All Canada and Nothing But Canada

June 17, 1940– The Royal Canadian Air Force commenced operations in Newfoundland sending five Douglas B-18 Digby bombers to Gander Airport.



June 18, 1941– The RCAF formed the 409 (Night Fighter) Squadron with Defiant NFI aircraft. The Defiant was of a class called turret "fighters." It was armed with a turret aft of the cockpit containing four .303 machine guns.



The idea was that it would allow the pilot to concentrate on flying and let the gunner concentrate on defensive and offensive shooting. Its primary role was to take on unescorted enemy

bombers but it was underpowered and lacked maneuverability. Hence it became easy meat for the escorting Messerschmidts.

June 18, 1920– The Canadian Air Force accepted their first aircraft, four Avro 504Ks. Over 13,000 were produced, the most of any aircraft which served in the War to End All Wars.



Jun 19, 1994 - A Royal Air Force BAe 146 from the Queen's flight overran the runway at Gleneedale Airport, Islay, Scotland. The pilot flying was RAF Group Captain, HRH Philip Prince of Wales, **Colonel-in-Chief of Canada's Air Reserve Group** and heir apparent to HRH Elizabeth the Second, by the Grace of God of the United Kingdom, Canada and Her other Realms and Territories Queen, Head of the Commonwealth, Defender of the Faith.



A Board of Inquiry found aircraft pilot-in-command, Squadron Leader Graham Laurie "negligent" in that '(he failed) to intervene when the aircraft performance and limitations were exceeded in the final stages of the flight." The Board also found the navigator negligent for "failing to advise the captain of the tailwind component and to draw his attention to the inaccurate approach parameters." Prince Charles was not blamed since he was regarded as a passenger who was invited to fly the aircraft!

No one was injured by the aircraft sustained

damage approximating £1 million. Such are the wages of an unstablized approach and a downwind landing.

The Prince was attending a series of engagements in the Hebridean Islands where he paid a visit to Laphroaig Distillery and was invited to bung two casks of Laphroaig. The two casks were given to him and he kindly donated to two charities.



Bunging and Accepting

For his personal consumption, the Prince received a commemorative miniature cask. Charles also signed a number of bottles for sale with the proceeds to go to charity. Selling prices exceeded £20,000. Such is the price of a bottle of good single-malt personally endorsed by the King Apparent.

If one ordered up a shot of Charles' Choice at the bar, the tab would be around \$1700. Think of the tip you would need to leave. Such is the cost of a quick picker-upper at Bar Hemingway at the Ritz in Paris.

June 20, 1951 – First Flight of the Avro Canada CF-100 Mk 2 Canuck, the first aircraft completely designed and built in Canada.



Oddly, the Canuck was sent to Eglin Air Force Base on the Gulf coast of Florida for cold weather testing! One would think that the Canadian Arctic would suffice but Eglin possesses a "Cold Weather Hangar" when controlled tests could be carried out.

June 21, 1950 – The sole Canadier C-5 Northstar transport. mopedified DC-4M, was accepted by

RCAF 412 Squadron. The C-5 is a derivative of the Rolls-Royce powered C-4 which in turn is a derivative of the Pratt & Whitney powered Douglas DC-4.

Canadier's created the DC-4M at the behest of Trans-Canada Airlines. A DC-4 fuselage was shortened and a DC-6 nose and landing gear installed. The cabin was pressurized. Liquid cooled Merlins were used instead of the air cooled Pratts.

However, the cabin noise of the Merlins was so high that when the VIP C-5 was produced, the engines were replaced with quieter Pratt and Whitney R-2800 Double Wasps.



The sole piston powered C-5 VIP transport.

The DC-4M/C-4 Northstar powered by Rolls-Royce Merlins.



June 22, 1990 – Canada's Bombardier, Inc. purchased Learjet for \$75 million. The iconic Learjet style was continued until Bombardier produced the Learjet 85 but ultimately, the program was cancelled after only two were produced.



Learjet 95

June 23, 1985 – Air India Flight 182, a Boeing 747-200, Montreal to Delhi via London was destroyed by a bomb while flying over the Atlantic Ocean. All 329 aboard were killed including 280 Canadian citizens. This is the largest mass murder in Canadian history. The *Babbar Khalsa*, a Sikh terrorist organization was implicated in the attack.



*The aircraft destroyed named Emperor Kanishka in a earlier photo landing at Heathrow Airport.
(Photo Credit: Ian Kirby as seen on Airliners.net)*

Interestingly, when blown up, the Boeing was carrying a fifth 747 engine under its port wing, inboard of engine #2. The 747 was designed with this "Fifth Pod Ferrying System" of quickly deliver engines to grounded aircraft.



A Qantas 747 transporting a fifth engine.

Notes from Readers

The photo of the Britten-Norman Islander in the last edition led former squadron member Tom

Petry to send in an interesting note. Tom lives in La Cholla Airpark (57AZ) just north of Tucson, Arizona. In a hangar near his lodges an NDN-1 Firecracker. The NDN stands for Nigel Desmond Norman, a Britten-Norman founder.

The Firecracker was a mid-70s attempt to produce a simple two seat trainer attractive to third world countries establishing an aircraft industry by building licensed versions. The original NDN-1 was powered by a Lycoming O-540, the same as which powers the Cessna 182, the Piper Cherokee Six, and a host of other light aircraft.

The aircraft in Arizona is the sole piston powered versions. Currently it is equipped with a Lycoming AEIO 540 developing 300 HP.

Three others were built fitted with and fitted with P&W Canada PT-6 turbines.

Two of the turbo-prop NDN-1T N50FK and N76878 are located in Eugene, Oregon. The third N2157C is with Flight Research, Inc. in Mojave, California.



Lycoming Powered Firecracker



Pratt Powered Firecracker