



Missions for America

Semper vigilans!

Semper volans!

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Issue 14.34

19 Aug, 2020

23 AUG-LISP

25 AUG-Senior Meeting

26 AUG-Cadet Meeting-Leadership

29-30 AUG-LISP

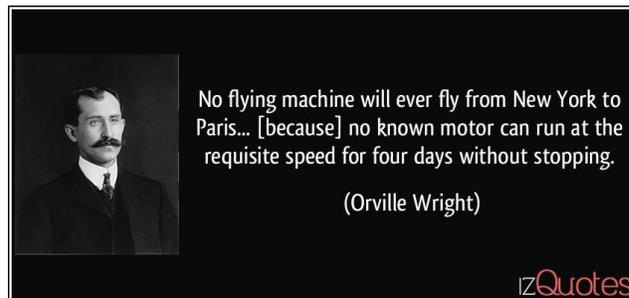
01 SEP-Senior Meeting-Staff Reports

08 SEP-Senior Meeting-Commander's Call

15 SEP-Senior Meeting-SUI

19-20 SEP-LIS22 SEP-Senior Meeting

29 SEP-Senior Meeting?



Sometimes, even a Wright can be wrong!

SENIOR MEETING

18 August, 2020

Officers charged with preparing reports for the upcoming Subordinate Unit Inspection by CTWG reported the status of their progress. The inspection will be carried out by appointees of the wing inspector general and will review past operations and future plans.

Officers who attended the 2020 CAP National Conference reported on the highlights which they gleaned from viewing the many seminars offered.

Former cadet John Pineau, a potential recruit, was introduced. He has just graduated from high school and is planning on earning an aircraft and power-plant certificate.

CADET MEETING

19 August, 2020

The meeting consisted of an aerospace current events discussion devised by C/SSgt Buchko, TRCS Cadet Aerospace Education Officer. Cadets were asked to preview a NASA website about the Perseverance Mars exploration mission. Cadet Buchko prepared a set of questions and Maj Farley called on cadets at random to answer them. If a cadet struggled with an answer, another cadet would be called upon to assist. Some of the questions were open-ended and cadets were invited to argue about questions such as whether or not the cost of Mars exploration is worthwhile.

REPORT ON WEEKLY OPERATIONS AND

**ACHIEVEMENTS, MISSIONS,
PROMOTIONS, ACTIVITIES**

Professional Development

Lt John Peske has achieved the Technician level in the Professional Development Officer specialty track.

*Emergency Services Training
Saturday, 15 August*

Maj Bourque instructed urban direction finding techniques with Lt Docker and Cadets Bosse, O. Busher and J. Busher. Lt Docker has completed all his requirements and will be certified as a UDF ground team members

The cadets received training in electronic ground searches and map reading. Maj Bourque reported that he was very satisfied with the performance of the trainees.

*Flight Crew Training
Saturday, 15 August*

Senior Member Mathew Madore completed training and is now a qualified mission scanner.

*Remote Piloted Vehicle Pilot Training
17 August, 2020*

Lt David Pineau and Lt Col Stephen Rocketto spent three hours at the field behind Montville's Fair Oaks Community Center in order to assist Capt Charles Johnson to take a Form 91 test qualifying him as a mission pilot for a remote piloted vehicle.

Capt Johnson ran through the required syllabus demonstrating both his knowledge of the protocols and regulations for piloting the aircraft. He then engaged in a series of flight tests involving control check-outs and then searched for and found a "lost object," flew a grid search and line search and acquired a full set of photographs of the total area searched.

Lt Pineau served as official witness and Lt Col Rocketto made a video of the test. The video will be submitted to National HQ Operations for evaluation.

Lt Pinau's daughter, Gillian, practiced for her driver's license in the parking lot and Sophia Johnson, Capt Johnson's wife brought a supply of incredibly good chocolate chip cookies which provided on-site sustenance for the RPA team.

Conference Attendance

The following TRCS members reported that they participated in the virtual two day 2010 Civil Air Patrol National Conference.

SM Mathew Madore, Lts David Pineau, Michael Kopycienski, Thomas Ceniglio, Jennifer Thornell, Joanne Richards and Jason Otrin, and Adam Spreccace, Majs John Penske and Scott Farley and Lt Col Stephen Rocketto

All sessions have been posted on the Conference website.

CAP Ground School

C/Lt Christopher Munzner has completed the private pilot ground school sponsored by the Connecticut Wing. He must now pass three practice tests and afterwards get signed off to take the Federal Aviation written examination.

ROTC Briefing

Cadets O. Busher, Alexander and Munzner viewed the briefing which explained the Air Force Reserve Officer Training Course offered at colleges and universities.

**AEROSPACE CHRONOLOGY FOR THE
WEEK**

Aug. 19, 1871 – The anniversary of the birthday of Orville Wright, first man to pilot a heavier-than-air powered airplane Orville piloted the famous first flight at Kill Devil Hills, North Carolina after winning a coin flip against brother Wilbur.



Aug 20, 1977 – A Titan IIIE/Centaur rocket lifts off from Cape Canaveral carrying Voyager 2, programmed to photograph Venus, Neptune and Saturn.



The Titan Launcher and Voyager 2 undergoing pre-launch tests.



Volcanic eruptions on Jupiter's Moon, Io.

Today, Voyager 2 is about 17 light hours away, about 11 billion miles and headed towards Telescopium, a southern hemisphere constellation.

Aug 21, 1989 – Lyle Shelton flies a modified Grumman F8F Bearcat to a new piston powered speed record of 528.32 mph.



The aircraft was rebuilt from an abandoned wreck and started rebuilding it. The engine was a souped-up Curtiss Wright R-3350 off a Douglas Skyraider and produced around 4,000 HP. A prop and cowl was taken from a Douglas DC-7. Friends and commercial part-suppliers added a host of other parts.

Aug 22, 1952– First flight of the largest all-metal flying boat constructed, the Saunders-Roe Princess. The behemoth featured a pressurized two deck fuselage and ten turboprop engines.



The engine layout was unique. There were three nacelles on each wing. The two inner nacelles each carried a pair of coupled Bristol Proteus 610 engines, each driving a separate counter-rotating propeller. The outer nacelle housed a Bristol Proteus 620. The engines together generated 30,000 HP.

It is interesting to compare the Princess with the larger wooden Hughes H-4 Hercules. The

Hercules length exceeded that of the Princess by 100 feet and it was 70 feet longer. It also weighed 60,000 pounds more empty than the Princess but one would expect Hercules to weigh more than any princess.

Alas, Princess was cursed by the demon of economics. The hull faced the unavoidable nightmare of salt water corrosion and ten engines used a lot of fuel and required an battalion of wrench turners to keep them running. Besides, the War had produced a plethora of land-based airports trumping one of the past advantages of flying boats. Finally, the age of the pure jet lent an air of obsolescence to airliners with propellers. Only one Princess was built and accumulated some hundreds of flying hours before being broken-up.

Aug 23, 1954 – Lockheed test pilots Stanley Beltz and Roy Wimmer flew the YC-130 Hercules on its first flight from the Lockheed factory in Burbank to Edwards Air Force Base. The "herky-bird" has become the standard by which all tactical assault transports are measured but the gunship version attracts the most attention. Nonetheless, the Hercules has a lesser known range of roles. Some of these are depicted below.



Ski equipped Herky of the NYANG's 109th Airlift Wing at Williams Field, McMurdo Sound, Antarctica



C-130J, the new "Fat Albert" Blue Angels support aircraft demonstrating a jet assisted take-off.



YC-130s, the first of the breed



RAF C-130K Mk.3 on display at Cosford. Note the refueling boom.

USCG HC-130B at Groton to pick up personnel from the International Ice Patrol.



USMC KC-130F during landing and take-off trials on the USS Forrestal in 1963.





California Air National Guard C-130E dropping fire retardant on a fire in the Simi Valley. The C-130 can be equipped with the Modular Airborne Fire Fighting Systems (MAFFS) gear which temporarily converts it into an aerial fire fighter.
(Credit: SSgt Alex Koenig)

Aug 24, 1921 – The U.S. Navy contracted with the British firm Short Brothers to construct an airship. It was the lead class of an order for four Royal Navy patrol dirigibles but the end of Great War ended the contract and only the R38 was built.



The U.S. Navy was assembling a airship fleet and took over the R38 contract would be designated ZR-2. ZR-1 was the *USS Shenandoah*. ZR-3, the *USS Los Angeles*, was built in Germany as part of war reparations. ZR-4 and ZR-5 were respectively the *USS Akron* and the *USS Macon*. Note the "USS" prefix. These named dirigibles were U.S. Navy commissioned warships! With the exception of the *Los Angeles*, all of them were destroyed in storm related disasters.

The R38 was on its fourth test flight when in suffered a structural failure and resultant fire during a turning maneuver and crashed into the Humber estuary near Hull, England. Forty-four of

the 48 crew were killed including 16 U.S. sailors.

Three years later, Nevil Shute, an aeronautical engineer best known as a novelist, was working on the design of the Vickers R100. As part of his duties he researched previous designs and discovered that no attempt had been made to calculate the aerodynamic forces on the R38 and in the aftermath, no one responsible had been held accountable.

These same men were then working on the British Air Ministry sponsored R101, the rival of the R100. The R101 crashed on its first commercial flight due to structural failure. The R100 made a successful round trip to Canada but on its return the embarrassed Air Ministry grounded it and it was then broken up.

Aug. 25, 1965– The last aircraft designed by Curtiss-Wright, the X-19A, was destroyed in a crash at the FAA's National Aviation Facilities Experimental Center located at Atlantic City, N.J. The X-19A was a vertical take-off and landing aircraft. Lift was provided by four tilting-props powered by two turbines located in the fuselage. Swiveling nozzles in the tail provided additional directional control.



A gearbox failed and the propellers departed from the fuselage while the aircraft was at 390 feet. Within 2.5 seconds, test pilot James V. Ryan and FAA copilot Hughes ejected through the canopy but both landed safely with minor injuries.

Erratum

Reader Lawrence Trick pointed out that the mass Thunderbirds crash was in 1982, not 1984 as reported in the last issue.