



Missions for America

Semper vigilans!

Semper volans!

Publication of the Thames River Composite
Squadron
Connecticut Wing

Civil Air Patrol

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26 Aug, 2020

25 AUG-Senior Meeting

26 Aug-Cadet Meeting

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15 SEP-Senior Meeting-SUI

19-20 SEP-LISP

22 SEP-Senior Meeting

29 SEP-Senior Meeting?

SENIOR MEETING

25 August, 2020

No Meeting

CADET MEETING

26 August, 2020

Maj Farley, TRCS Commander, briefed the cadets on the purpose of the call list and asks cadets to check its accuracy.

C/SSgt Coniglio, Cadet Safety NCO presented the monthly safety talk focused on hurricane preparation and safety.

A potential cadet, Emily Denslow and her cat, Beatrice was introduced.

Maj Farley led a discussion about "thinking outside of the box." A number of illustrations were presented and cadets were called upon to discuss the nuances of each of the examples. The closing portion of the discussion explored strategies for "thinking outside the box" by using a method known as lateral thinking rather than critical thinking. Cadets went to breakout rooms to practice lateral thinking by answering questions.

REPORT ON WEEKLY OPERATIONS AND ACHIEVEMENTS, MISSIONS, PROMOTIONS, ACTIVITIES

Disaster Relief Ribbon Awards



Ten members of TRCS have been awarded the Disaster Relief Ribbon with a silver "V" device. The awardees all participated in the relief effort between July 1st and August 20th supporting food

distribution efforts during the Presidential National Medical Emergency.

Members entitled to wear the ribbon for this mission are Cadets Noah Bosse, Maria Ceniglio, Benjamin Kelly, Daniel Martin, Maximus Morse, David Motherway, Rhys Thornell, and Seth Trotochaud and Lt Jennifer Thornell.

TRCS Earns Aerospace Excellent Award and Qualifies for Quality Cadet Unit Award

The National Aerospace Education Office has notified the Squadron that we again have won the Aerospace Excellence (AEX) Award. Qualification for recognition requires that the Squadron complete six individual aerospace STEM activities and participate in an activity such as a field trip.

Thames River has qualified for this award every year for over a decade. We will receive a plaque and certificates for participating cadets.

Additionally, the AEX Award means that TRCS attained seven benchmarks (six are required) for the Quality Cadet Unit Award. The QCUA measures the cadet activity in areas such as orientation flights, encampment, and promotions as well of the health of the program in terms of recruitment and retention.

Mission Qualifications

Lt Daniel Docker has met all requirements and is now an Urban Direction Finder team member.

Drill Training and Testing

Lt Thornell, assisted by Lt Docker ran a drill training and testing meeting at Montville High School last week. Resembling a gang of stage coach robbers, the cadets marched and counter-marched in open order, wheeled and saluted under the gimlet eyes of their instructors, Cadet Lts Munzner and Thornell.



Old Style Drill Instructor as demonstrated by a USMC DI.



The new drill method devised by the Squadron places the masked DI and masked trainee 10 meters apart, five times the mandated distance.

The advantage of this method is not only an improvement in hygiene but also allows the DI to develop a loud command voice approaching that of a British Regimental Sergeant Major.

Cadets Alexander, J. Busher, O. Busher and Morse passed their tests and are now eligible for promotion.

Cadets who received instruction were Andrejczyk, Dhillon, Kelly, Martin, Morse and new cadet Matthew Fago.

Promotions

Cadet Oliver Busher has been promoted to C/SMSgt.

Cadet Joseph Busher has been promoted to C/MSgt.

Cadet Rachel Alexander has been promoted to C/CMSgt.

Cadet Maximus Morse has been promoted to C/SrA.

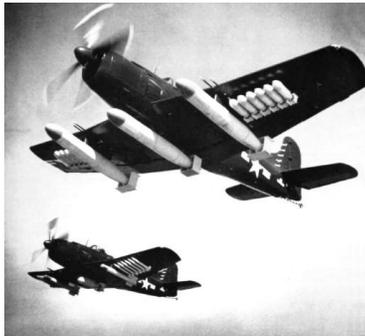
AEROSPACE CHRONOLOGY FOR THE WEEK

Aug 26, 1944– First flight of the Martin AM Mauler. The Mauler was a large attack bomber capable of carrying 6,000 pounds more than its contemporary Douglas AD Skyraider.



The Mauler in the Museum of Naval Aviation at Pensacola bears the markings of the Atlanta, Georgia reserve squadron.

However, it was less capable of carrier operations than the Skyraider and was plagued by maintenance difficulties. Only about 150 were built compared to the Skyraiders production run of over 3,000.



The aircraft was notable for its load carrying abilities. Arguably, it lifted the largest payload ever carried aloft by a single engine piston powered aircraft. On March 30th, 1949, a Mauler toted three 2,200 pound torpedoes, 12 250 pound bombs and full magazines of 20 mm cannon ammunition, 10, 648 pounds!

Aug 27, 1950 – The South African Air Force's No. 2 Squadron flying the P-51D Mustang joined the United Nations forces fighting in South Korea.

(Credit: Ian Pretorius from his father's collection, then Lt M. S. (Mike) Pretorius)



Aug. 28, 1957– An English Electric B.2 Canberra bomber using supplemental power supplied by a Napiere Double Scorpion rocket motor set a new altitude record flying to 70,308 feet.



In the picture on the left, the exhaust for the rocket engines are visible mid-fuselage. Credit: Institution of Mechanical Engineers)

The motor, using kerosene as a fuel and a hydrogen peroxide oxidizer was being tested to determine its capabilities of improving the performance of cold war interceptors.

Aug 29, 1944 – Goodwood IV, a Royal Navy airstrike against the battleship *Tirpitz* fails due to an effective German smoke screen and fog which shields the ship from the attacking bombers.

The Royal Navy employed 34 bombers and 25 fighter escorts launched from *HMS Formidable* and *HMS Indefatigable*. The aircraft were a mixed bag consisting of Grumman Hellcats, Vought Corsairs, Supermarine Seafires and Fairey Barracudas and Fireflies.



Readying aircraft on the deck of the Formidable.

(Credit: Davies, F A (Lt), Royal Navy)

The *Tirpitz* was the second Bismarck-class battleship and the largest capital ship in European waters. She served as a force in being, threatening the Russia-bound convoys and forcing the Royal Navy to station a sizable force of warships in case



she sortied.

Between 1940 and 1944, the British made around 25 attempts to sink the *Tirpitz*, mostly air raids but two attacks using midget submarines and manned torpedoes. The final attack, November 12, 1944, was carried out by the Royal Air Force dropping the 12,000 pound Tallboy. Two direct hits and a near miss causing the ship to capsize in the shallow waters of Tromsø Fjord, Norway.



An earlier photo of the Tirpitz partly covered by a smoke screen in Kaafford. (Credit: Imperial War Museum.)



Lancaster releasing a Tallboy from its modified bomb bay.

Tirpitz turned turtle and being salvaged after the war.



Aug 30, 1913 – Lt. Patrick N. L. Bellinger flies a Curtiss C-2 flying boat equipped with Lawrence Sperry's automatic stabilizing device, the first autopilot.¹



Bellinger on far right and two C-2 flying boats. This is a 1914 image taken when the U.S. occupied Veracruz, Mexico.

Aug. 31, 1940 – Polish 303 Squadron enters into the Battle of Britain. The Poles fly the Hawker Hurricane and score 126 kills, the most of any squadron in the battle.



The 303 insignia seen on the Hawker Hurricane was originally the emblem of the Kosciuszko Squadron, a group of Americans who fought in the Russian Polish War, 1919-1920. The hat was that worn by Tadeusz Kosciuszko when he fought as a

volunteer during the U.S. Revolutionary War. The crossed scythes represent the 100 or so Polish peasants who fought with him. The colors and 13 stars honor our national ensign.

Despite Polish participation with the Allied Army, in the Battle of Britain, North African, Italian and European campaigns, the Poles were denied the honor of marching in the Victory Parade in London so as not to offend Stalin who was in the process of seizing control of Poland. One would have thought that the results of the appeasement of Adolph Hitler by Neville Chamberlain in 1938 and 1939 would have been lesson enough!

Sept. 1, 1943– The Civil Air Patrol is relieved of maritime patrol duties of the Atlantic and Gulf coasts. At the same time, the US Army Air Force stands down the Army Air Forces Antisubmarine Command.

The Army's anti-sub force was formed in the fall of 1942 because the Navy lacked long range maritime patrol aircraft. The Army inventory included the Douglas B-18 Bolo, the Boeing B-17 and the Lockheed A-28 Hudson, all suitable for long range overwater searches. but not available in large quantities.



Lockheed Hudson (Credit:USAF)

Starting on March 8, 1942, the Civil Air Patrol started to fill in the defensive gap with light aircraft, mainly Stinson 10s and Fairchild 24s. for 18 months. Their primary usefulness was in

forcing the German U-boats to stay submerged in daytime, seriously reducing their offensive ability. CAP crews also spotted survivors from sunken ships and floating mines.



Ground crew working on an F-24 engine.

The Army and the Navy had had a long-time squabble over the best methods of coastal defense. By late 1943, the United States industrial might was ramping up to full strength and suitable aircraft became available

Eventually, Army coastal defense artillery batteries and Navy ships and aircraft, especially the convoy system and Consolidated B-24 assumed defensive roles. The Army concentrated on offensive operations overseas.

CURRENT EVENTS

California Wild Fires

Some 560 wildfires are ravaging California and 100,000 residents have been evacuated. The wave of fires have been ignited by unusual thunderstorm activity. One estimate is 12,000 strikes during a 72 hour period. The largest conflagration is named the SCU Lightning Complex Fire which has claimed around 360 square miles in the Santa Clara area. This is about half the size of New London County. A number of deaths have been reported, one involving a contracted Bell UH-1 near Coalinga.

California is the only state in the union to establish its own aerial fire fighting force. The CAL FIRE Aviation Management Program is a branch of the California Department of Forestry and Fire Protection. Established in 1958, CAL Fire

employs contractor pilots, maintenance, and support personnel and boast of a fleet of 48

aircraft, 23 Grumman S-2T and S-2A Trackers air tankers, 13 North American OV-10 Bronco tactical planes, and 12 Bell UH-1H Super Hueys.

Tactical planes survey the fire and direct the air tankers and helicopters to areas upon which they drop either water or retardant. Retardant is a slurry consisting of a salt compound, water, a thickening agent and a dye.



North American OV-10 Bronco Tactical Aircraft



S-2T dropping retardant.



If equipped with external tanks, reload by snorkeling water while hovering.

The aircraft are spotted around two dozen bases and cost around \$20 million dollars a year to run. California can also call on National Guard and USAF Reserve C-130s fitted with the Modular Airborne Fire Fighting System and private contractors.



Lockheed Hercules on a Water Drop.

The helicopters can also carry fire-fighters and equipment to hot spots as well as drop fire suppressants.



Hueys use "bambi buckets."

AND SPEAKING OF THE HERC

Once again, Larry Trick has spotted another grievous mistake in the Coastwatcher. Last week, in the article celebrating the first flight of the C-130, a photo was mislabeled. "Fat Albert," the Blue Angels support aircraft was labeled as a C-130J and in steep climb augmented by JATO units. In fact it was a file photo of "Fat Albert II," a KC-130T.

"Fat Albert I" was a TC-130G (BUNO 151891)

which flew between 1991 and 2002. It now reposes in quiet retirement at the Navy museum in Pensacola.



"Fat Albert II" was a C-130T (BUNO 164763) which served the "Blues" from 2002 until 2019.



The new replacement aircraft (Fat Albert III?) is a C-130J, RAF C.5, acquired from the RAF.



It was modified to Navy standards and repainted in Great Britain. One obvious change was the removal of the air-to-air refueling probe. The work was done by Marshall Aerospace and Defence Group in Cambridge, England.



Note the new paint job. A double yellow "cheat" line down the fuselage and yellow wing and empennage tips.

A question does remain. Why no more JATO spectacles? One source says the supply of JATO bottle ran out. But the 139 Airlift Squadron 109th Airlift Wing uses them on their Herky-birds in support of the National Science Foundation in Antarctica. Is it a budget issue?

More powerful engines and more efficient propellers may be the answer. The Blue's new 130 has six bladed props and the engines develop 29% more take-off thrust.

The 109th ski-equipped LC-130s are getting equipped with the MP2000 propeller upgrade. This is an eight bladed unit already used by the Navy on its carrier based Hawkeyes and Greyhounds and the New York Guard states that the new propellers will obviate the need for JATO bottles.

The Blues use other support aircraft. Their first one was a Beech JRB Expeditior. This was followed by a Curtiss R5C Commando.



A Douglas R5D Skymaster was adopted in 1956 and replaced by a Lockheed C-121 Super Constellation in 1969.

