



Missions for America

Semper vigilans!

Semper volans!

Publication of the Thames River Composite
Squadron
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Civil Air Patrol

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Issue 14.39

23 September, 2020

SQUADRON CALENDAR

26 SEP-SAREX-Plainville
29 SEP-Senior Meeting-tentative
30 SEP-Cadet Meeting-Wingman Course
06 OCT-Senior Meeting
07 OCT-Cadet Meeting-Aerospace
14 OCT-Senior Meeting-Aerospace/Leadership
20 OCT-Senior Meeting
22 OCT-Character Development

SENIOR MEETING

22 September, 2020

Maj John Peske briefed the Squadron on the details of CAP's newly instituted training program, "Volunteer University." The new training initiative offers "online and off-site courses and schools to enhance the education and training opportunities for CAP's more than 37,000 senior members.

Most of the meeting was spent exploring the wide range of training opportunities which have been incorporated into CAP's professional development program.

CADET MEETING

23 September, 2020

Submitted by

S/SMSGt Noah Bosse, Cadet PAO

C/Capt Schantz talked to the cadets about his PT training routine and how it has helped him improve his athletic performance.

Lt Col Rocketto offered pictures of a CTWG field trip in which cadets participated in an actual aerial refueling mission staged from McGuire AFB.

The cadets watched a video about a practice Civil Air Patrol training mission.

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

Appointment

Capt Charles Johnson has qualified as a Mission Pilot and Check Pilot for CAP's Unmanned Aerial Systems (UAS). He is the CTWG's Assistant Director of Operations for small UAS and charged

with providing administrative direction and training for the nascent CTWG program.

Long Island Sound Patrol

Thames River flew four LISP missions over the 19th and 20th. On Saturday, Maj Noniewicz flew both the afternoon and evening missions accompanied by Col Kinch and Lt Richards on the early flight and Capt Johnson in the evening.



Lt Col Larry Kinch, a Master Observer is probably more used to an oxygen mask from his career as an Air Force navigator. (Photo: Maj Noniewicz)

On Sunday, Maj Nielson and Lt Pineau took the first flight and Lts Spreccace and Otrin and SM Madore closed out the day.

The boating season is ending soon and TRCS closes out the 2020 season with 30 missions. Might we call this the "twilight of the sunset patrols?"

COVID-19 Assistance Mission 20-C-5268

Col Ridley, CTWG Commander, reported on the outstanding response by Wing volunteers who supported food distribution efforts. The Wing put in 12,597 hours distributing 483, 796 pounds of food to distressed citizens in Connecticut. 7,784 families in 22 towns received 403, 163 meals delivered to their door. In addition, volunteers prepared the food for delivery and cleaned up and stored supplies each day of the mission.

FREEMAN FIELD AND NOTES ABOUT POWERED GLIDER

While searching for information about Freeman Field last week, The Editor stumbled across a reference to "powered gliders." Following up, it turns up that powered gliders were one of the many interesting experiments tried by both the

Allied and Axis powers in WWII.

The basic concept of a glider is a cheap and unpowered aircraft which could carry assault troops into unprepared fields. Small units would land together, not scattered like paratroopers and have some light vehicles and artillery and supplies with them.

The first successful use of the concept was the spectacularly successful German attack on Eben-Emael, the Belgian fortress on the Albert Canal. These gliders were small, generally carrying no more than a squad of soldiers.



Note the defensive machine gun just behind the cockpit. The Luftwaffe armed their gliders. (Credit: Bundesarchiv)

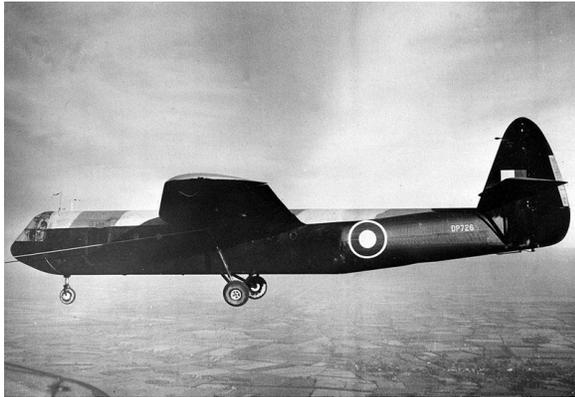
As the war progressed, so did the development of gliders. They got larger culminating in the Messerschmidt Me 231 Gigant capable of carrying 200 troops!



Me 321

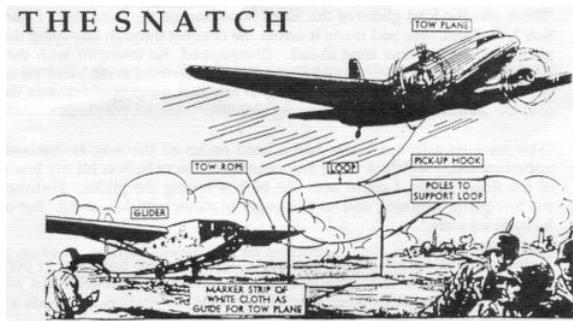
The largest operational U.S. glider was the Waco CG-4 Hadrian which could carry 13 troops or a small vehicle and crew. Almost 14,000 were built. The British Airspeed AS.51 Horsa and the General Aircraft GAL.49 Hamilcar were an intermediate sized between the Gigant and the Hadrian.

Japanese, Soviet, and Italian efforts were smaller and limited in operational use.



The intermediate sized Horsa.

Anyway, once the glider landed it had only one option to return for further use, a "snatch" using a tow plane which used a suspended hook to engage a loop of line suspended between two poles. This would especially be useful to evacuate casualties.



An alternate was proposed. Why not put some small engines on each glider which would allow them to fly out on their own? Today, banner towers use a similar arrangement.

The USAAF experiments involved modifying a small lot of Hadrians by installing different types of engines. The outcome of this idea was a series of modified Hadrians designates XPG-1, PG-2, PG-3 and YEU. Each of them used different engines from the Franklin 6AC-298-N3 to the Jacobs R-755-9, a range of around 100 to 245 HP. JATO units might assist take-off of these hybrid gliders.

Production was limited and the program ended as

the helicopter and powered assault transports proved more adequate to the task.



Above: The PG-2 equipped with 200 HP in-line Ranger engines. Below: The XPG-3 with a pair of 245 HP Jacobs radials.



Ironically, other programs reversed the thinking of the powered-glider advocates. The Germans added six engines to their Me 321 and designated it Me 323.



The Me 323 disgorging 130 glider infantrymen

Records exist that two powered aircraft, a C-47 had their engines removed and converted into gliders. They could carry large loads but were unsuitable for landing on unimproved fields.

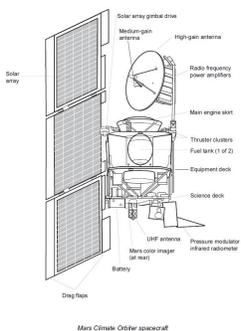


The XCG-17 could carry 45 troops, three jeeps or tow 105 mm howitzers.

The history of military gliders, especially the experiments such as the Bristol Aeronautical Corporation of New Haven construction of amphibious gliders for the Marine Corps and the Soviet "flying tank" is a fascinating peek into the weaponry ideas bred by war and may be covered in a future *Coastwatcher* article.

AEROSPACE CHRONOLOGY FOR THE WEEK

Mars Climate Orbiter



Sept. 23, 1999 – NASA announces that it has lost contact with the Mars Climate Orbiter after its trajectory took it too low into the Martian atmosphere. It was either destroyed by atmospheric stresses or skipped out and entered a heliocentric orbit. (Credit: JPL)



Remember the Mars Climate Orbiter incident from 1999?

The cause was attributed to a disconnect between NASA and the contractor, Lockheed. The Lockheed supplied program used U.S. customary units, pound force-seconds rather than the expected metric units newton-seconds. Mistakes like this have happened before.

In 1983, a chain of what individually might have been minor mistakes led to an Air Canada Boeing

767 running out of fuel in mid-flight, the Gimli Glider incident. The airline was changing to metric units for fuel quantity and there was a mix-up between kilograms and pounds.

Sept. 24, 1930– The birthday of John W. Young. Young, a former Navy pilot, had a 42 year career with NASA.



Young saluting the National Ensign (Credits: NASA)

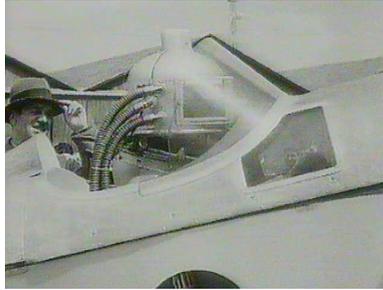
He flew three different classes of spacecraft, Gemini, Apollo, and the Space Shuttle on six different missions, flew around the moon on Apollo 10 and landed on the moon on Apollo 16. He and Bob Crippen flew *Columbia* on the first Shuttle mission. He closed out his log book with over 15,000 hours in aircraft and 835 hours in space.



Young and Crippen

Sept. 25, 1939 – Nicola di Mauro of Italy sets a world seaplane altitude record of 44,429 feet in a Caproni Ca.161Idro. The Caproni had a open

cockpit and di Mauro wore a pressure suit for the 117 minute flight. This record still stands for piston engined seaplanes.



di Mauro, the pressure suit and the Caproni on wheels.



Sept 26, 1965 – First flight of the Ling-Temco-Vought A-7 Corsair II. LTV is the Texas based descendent of Bridgeport's Vought Aircraft Corporation.



NA-7 on a rainy day at PAX River

This A-7 on the storage ramp of the Navy's museum at Pensacola shows a clear view of the extendable refueling probe.



A Virginia National Guard A-7D is marked with the now politically incorrect Confederate battle flag.



Markings on an A-7D of the Arizona National Guard indicates a fly-off against the A-10A at Fort Riley, Kansas.

The A-7 was the Navy replacement for the piston powered Douglas A-1 Skyraider. Equipped with excellent navigation and ordnance delivery electronics, the aircraft proved popular with its pilots and had a reputation for accurate close air support

Sept. 27, 1946 – Geoffrey de Havilland, Jr., was killed when de Havilland DH 108, TG306, second prototype, breaks up in flight, and crashes into the Thames River. Geoffrey was the second son of pioneer aircraft designer Geoffrey de Havilland, Sr. to die flying aircraft. His youngest son, John, was killed in a mid-air collision in 1942.



The Swallow was built to evaluate swept wing handling and a tailless configuration.



Legendary test pilot "Winkle" Brown who flew the Swallow described it as "a killer." Three were built and all three crashed killing their pilots.

September 27 is not an auspicious day for test pilots. In 1956, Mel Apt died when the Bell X-2 rocket plane encountered inertial coupling during a high speed turn. The phenomenon occurs when the inertia of the fuselage overcomes the ability of the control surfaces to stabilize the aircraft.



Sept. 28, 1980 – Jaromir Wagner starts on his successful attempt to become the first person to fly across the Atlantic Ocean while standing on a wing. The flight was accomplished in six hops, Germany to Scotland to Iceland to Greenland to Newfoundland to Vermont to New Jersey and took 12 days.



Why is he flying on top of the wing? Did Wagner tell the ticket agent he wanted a good view? Is the pitch of the "sardine class" seats too uncomfortable for Wagner? Any suggestions!

His red, white and blue flying togs consisted of three layers of different materials with a full body leather riding suit as the outer garment. For those of you who are safety conscious, he wore a helmet and goggles.

The aircraft was a Britten-Norman Islander, the same type flown by New England Airlines on the Westerly-Block Island route. Perhaps this picture will give Bill Bendokas an idea for expanded passenger accommodations on the Block Island run.

One of the pilots who flew the Islander, Robert J. Moriarty, flew a Beechcraft Bonanza under the lower span of the Eiffel Tower on March 31, 1984. Got to *You Tube* to see the cockpit film.

Sept 29, 1940 - A mid-air collision occurred over Brocklesby, New South Wales, Australia. The accident was unusual in that the aircraft involved, two Avro Ansons of No. 2 Service Flying Training School RAAF, remained locked together after colliding, and then managed to land safely. Both navigators bailed out after the aircraft struck, followed shortly afterwards by the injured pilot of the lower Anson.

The pilot of the upper Anson, however, found that he was able to control the interlocked aircraft using his ailerons and flaps, coupled with the still-functioning engines on the machine underneath. He was then able to make a successful emergency landing in a paddock near Brocklesby. All four crewmen survived the incident, and the Ansons were repaired and remained in service with the Air Force.



Warbird Mating Ritual

Errata

Lawless is an Outlaw

Befuddled by events and with a mind clouded by lack of sleep, the last issue of *The Coastwatcher*

contained two mistakes. The first one was the identification of Capt. John Outlaw as Capt. John Lawless who was The Editor's observer at the National Emergency Services Academy's Air Crew School. It should be mentioned that Capt Outlaw won the award as the school's Outstanding Observer. And it ought be also noted that John Outlaw, Esq. is a lawyer!



The Editor and Capt Outlaw, Graduation Day, NESAs, Camp Atterbury, Indiana. Lt Col Doucette is visible in the right front seat of the TRCS van.

Aircraft Misidentification

The aircraft identified as an AC-119K Stinger is really an AC-123K Provider converted for the Black Spot Mission. Project Black Spot consisted of two modified providers, outfitted with Doppler navigation, X-band radar, forward looking infrared radar, low light level television and a laser range finder and illuminator.

These were not gunships but bombers. The cargo area was filled with large containers which could hold around 2,500 to 6,000 one pound bomblets. The bombs could be dropped through 12 chutes built into the bottom of the cargo compartment. They were assigned night interdiction on the Ho Chi Minh Trail.



The AC-123K Black Spot.



The AC-119K Stinger on display at the Air Commando Museum, Hurlburt Field, Florida.



The Sting

Reprint Requested

Lt Michael Kopycienski has requested that the following amended news item be republished in *The Coastwatcher*.

The National CSI Net makes CAP news again.

This "Chicken Soup Initiative," CAP's COVID-19 response radio network Began in April as an HF experiment and has become much more. 1st Lt Michael Kopycienski has been one of a few net control stations from the beginning.

After a brief respite for the month of August the CSI Net has resumed and can be found on the HF airwaves 4 nights a week. HF operators are passing complex situational reports up the chain of command and a weekly briefing is given at the highest levels.

So far 7 CTWG stations have participated including both of our cadet HF communicators which just happen to be members of Thames River Composite Squadron, C/TSgt Trotochaud and C/CMSgt Burton.