



Missions for America

Semper vigilans!

Semper volans!

Publication of the Thames River Composite Squadron Connecticut Wing

Civil Air Patrol

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06 OCT-Senior Meeting

07 OCT-Cadet Meeting

13 OCT-Senior Meeting

15 OCT-Cadet Meeting

20 OCT-Senior Meeting

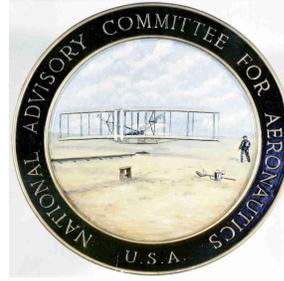
24 OCT-CTWG/NER Virtual Conference

27 OCT-Senior Meeting

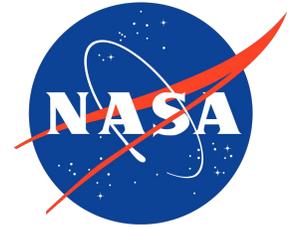
04-08 NOV-NER Area Command Exercise

26-30 DEC-CTWG Encampment

26-30 DEC-Regional Cadet Leadership School



March 3, 1915



October 1, 1958

SENIOR MEETING

29 September, 2020

Meeting Cancelled

CADET MEETING

30 September, 2020

*Wingman Meeting-New Cadets Only
submitted by Lt Jennifer Thornell*

A "wingman" is an Air Force concept in which one pilot supports another pilot in flight. The CAP Wingman Program is designed to supply a mentor for new cadets and initiate them into CAP culture. Four topics are covered, Core Values, the wingman concept, safety, and cadet protection.

The Wingman Program fulfills the character development requirement for Achievement 1, the Curry Ribbon and promotion to cadet airman.

Maj. Bourque led the class which had a couple of videos and some slides. Cadets Nick Buchko, Anna Minter, Mathew Fago and Emily Denslow are now eligible for their Curry, and prospective cadets Owen Carter and Nathan Socha have just one more meeting before they can join.

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

CTWG SAREX

CTWG ran a ground training exercise on September 26th. Five members of TRCS

participated. Maj Roy Bourque led the team which consisted of Lts Kopycienski and Docker and cadets Rhys Thornell and Noah Bosse.

The TRCS team was assigned to search for an emergency locator beacon. Initial confusion occurred when the team understood the coordinates of the search to be in the degree-minute-second system whereas it was in decimal degrees. They soon recognized their mistake, repositioned, and successfully located the beacon.

Several recent *Coastwatcher* articles related tales in which confusions among English and metric systems and radio beacon identifiers lead to disasters or near disasters. A lesson has been learned and realistic training has proven its worth.

PIO Renewal

Lt Col Rocketto renewed his Public Information Officer (PIO) specialty track. Often confused with Public Affairs, the PIO is an Incident Commander's channel for media releases and liaison with government officials and the public during an emergency mission.

AEROSPACE CHRONOLOGY FOR THE WEEK

Sept. 30, 1958 – Aquila Airways terminates Southampton-Madeira flights. The age of British flying boat service ends with this final flight of a Short Sunderland flying boat.



Aquila's City of Funchal on Southampton Waters
(Credit: RuthAS)

In its short 10 year history, Aquila flew 265 Berlin Airlift missions and in 1956, evacuated British Suez Canal personnel from Egypt after Nasser's

nationalization of the waterway.

Oct. 1, 1958 – NASA was created to replace NACA. NACA, the National Advisory Committee for Aeronautics was established in 1915 to undertake aeronautical research.

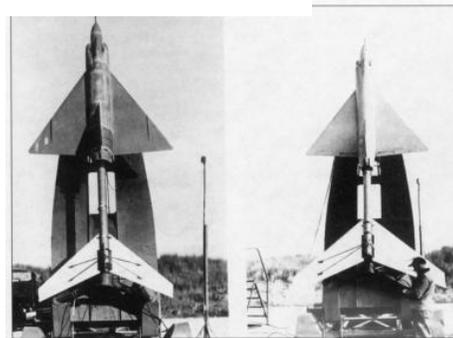


Research aircraft in front of the NACA hangar at Muroc Dry Lake. (Credit: NASA)

A host of innovative aviation designs and developments emerged including the NACA cowling and airfoil series, laminar flow wings, improved superchargers and the Whitcomb area rule.



NACA Wind Tunnel, Langley, Virginia



Rockets used to test models of the Convair F-102. The model on the left has the original constant diameter fuselage design and the model on right has the "Coke bottle" pinched waist, an improvement which allowed the aircraft to go supersonic.

Oct 2, 1946 – First flight of the Vought F6U Pirate. The Pirate was the first naval fighter with an afterburner and the first to use composite materials in its construction. A novel method was used to reduce the space it needed on the hangar deck. the nose gear could be retracted and the aircraft's weight would rest on a small wheel attached by the ground crew. This raised the tail up so that it could overlap the nose of the aircraft behind it.



Last of the Pirates, National Museum of Naval Aviation, Pensacola

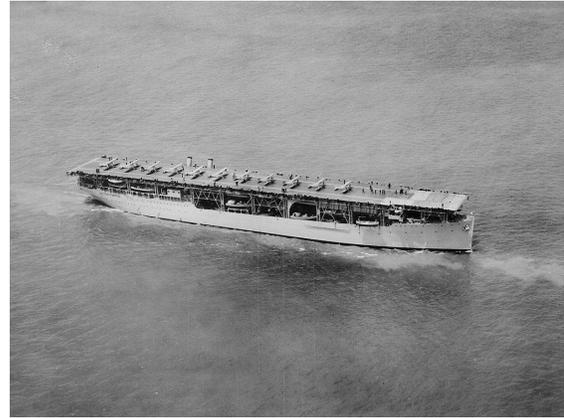
The aircraft components produced in Vought's Stratford, Connecticut plant and trucked to Dallas, Texas for assembly. They then had to be partially disassembled and moved to Ardmore, Oklahoma which had runways long enough for safe take-offs and landing required by its anemic jet engine. Only 33 were built and the Pirate was never operational.

Oct 3, 1935 – The Second Italo-Abysinnian war started when fascist Italy invaded Ethiopia. The Italians committed 150 aircraft against Ethiopia's paltry air defenses which consisted of three obsolescent Potez 25 biplanes.

Both nations were members of the League of Nations which shamefully failed to call Italy to account. Atrocities were committed by both sides but the Italians used mustard gas and bombing of civilian targets as part of their terror campaign.

A small coterie of colorful foreign pilots joined the Ethiopian Air Service, Hubert Julian, the Black Eagle, a Trinidadian from Harlem, John Robinson, the Brown Condor from Chicago and the Swedish count Carl Gustaf Ericsson von Rosen who started a 40 year career fighting for the little guys.

Oct. 4, 1943 – The first eight U.S. Navy aircraft carriers all fought in WWII. The *Langley*, (CV-1) known as the "Covered Wagon" was a converted collier which ended up as a seaplane tender and was scuttled after irreparable battle damage in the Java Sea.



USS Langley 1927 (Photo Credits: US Navy)

Lexington (CV-2) and *Saratoga* (CV-3) were started as battle cruisers but converted to aircraft carriers in order to comply with the Washington Naval Treaty of 1922. *Lady Lex* suffered severe battle damage in the Battle of the Coral Sea and was scuttled. *Saratoga* survived the war and Test Able, the first of the Bikini atomic bombs but was sunk by Test Baker, an underwater explosion which was detonated 400 yards away.



Saratoga and Lexington Anchored off Diamond Head

The Yorktown Class Navy carriers which fought in the Pacific during WWII are famed in books and movies: The *Yorktown* (CV-5), the *Enterprise* (CV-6) and *Hornet* (CV-8) all participated in the

Battle of Midway but only the *Enterprise* survived the war to be ignominiously scrapped in 1947.



Doolittle's B-25s on the Deck of the Hornet

USS Wasp (CV-7) had a lesser tonnage than the Yorktowns. The Naval Treaty limited total carrier tonnage and *Wasp* was built to "use up" the remaining tonnage left after the construction of *Lexington*, *Saratoga* and *Ranger*. She served in the Atlantic and transported British aircraft to besieged Malta before being sent to the Pacific to replace the carrier losses at the Coral Sea and Midway.



RAF Spitfire departing USS Wasp to add to the air defense of Malta.

Wasp had to be scuttled after being struck by three submarine-launched torpedoes which ignited massive fires.

But what about CV-4, *USS Ranger*? She carried a proud name. On 14 February, 1771, the Continental Navy's sloop-of-war *Ranger* flying the Stars and Stripes sailed into the harbor of Nantes, France carrying word that General Burgoyne has surrendered to the American revolutionary forces at Saratoga. The French ship-of-the-line *Robuste* offered a nine-gun salute, the first ever salute by a

foreign warship to an American warship. The *Ranger* was the first purpose-built US Navy aircraft carrier. Her three predecessors were all conversions of other types of ships. Like them and *Wasp*, *Ranger* also fell under the tonnage limits of the Washington Treaty.

Photo # 80-G-10783 USS Ranger in Hampton Roads, Va., August 1942



Planned as a flat-deck carrier, the island was added almost as an afterthought and resulted in the six folding engine exhaust funnels.

As a result, she was smaller and slower and could not keep up with the faster carriers, so she was used in the Atlantic, our only large carrier in the Atlantic. She earned a battle star in the North African Campaign. Her greatest contribution was ferrying Army P-40s to the fight and providing air support with her own aircraft. They were credited with putting the Vichy French battleship *Jean Bart* out of action.



Curtiss P-40F Warhawks of the 325th Fighter Group taxi into position for launch from **USS RANGER** off North Africa on 19 January 1943. All the aircraft carried an American flag painted on the fuselage as recognition marking.

Afterwards, *Ranger* moved north to the British base at Scapa Flow in the Orkneys. On October 4th, 1943, as part of Operation Leader, *Ranger* launched here Dauntless dive bombers and Grumman Wildcats against German shipping along the Norwegian coast. Her aircraft damaged a 8,000 ton transport and a 10,000 tanker and sank two smaller merchant ships.

Oct 5, 1914 – Sgt. Joseph Frantz and Cpl Louis Quénault scored the first air to air combat kill in history. They were flying a Voison Type 3 pusher biplane equipped with an 8 mm Hotchkiss machine gun and a rifle, both of which weapons were utilized. The aircraft downed was an Aviatik B.II flown by Feldwebel Wilhelm Schlicting and Oberleutnant Fritz von Sangen. Both Germans were killed.



A Ranger Dauntless during the Leader Operation.
(Credit: Robert Hurst)



The Victorious Pilot and Mechanic



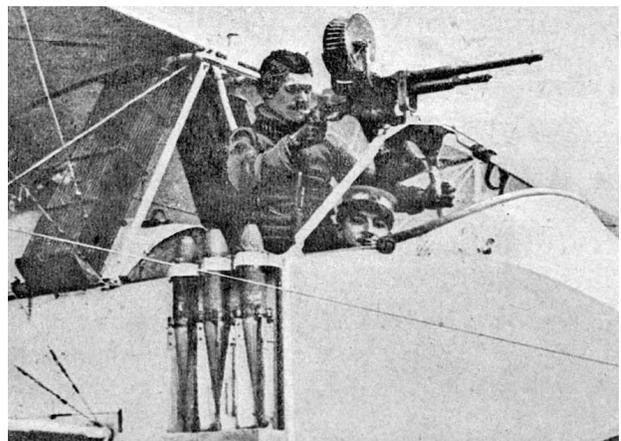
The 8,000 ton German transport La Palma under attack.

(Credit: Lt(jg) William W. Taylor)



The Voison Type 3

After a series of aircraft transport missions, *Ranger* was sent to the Pacific and based at Pearl Harbor training Navy night fighter pilots. She was the only Navy carrier in the Pacific which never engaged the Japanese. War's end and more training duties until her final voyage on the last day of January, 1947, a breaker yard in Pennsylvania.



Note how the gunner sits behind the pilot and fires over his head.



The German Aviatik Downed

Oct. 6, 1981 – A Fokker F28 Fellowship was downed by a tornado near Rotterdam killing all aboard. The aircraft was Flight 431, a *Nederlandse Luchtvaart Maatschappij* (NLM and you can understand why) Cityhopper bound from Rotterdam to Eindhoven.



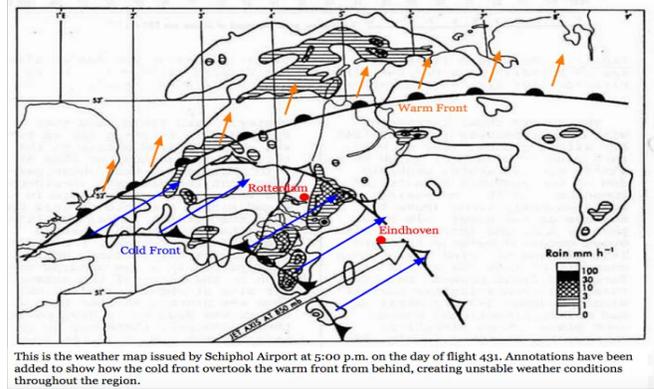
PH-CHI, the F-28 downed by the tornado. (Credit: Christian Volpati)

The crew noted heavy rain in thunderstorms on their weather radar and obtained a clearance to deviate. They attempted to fly through a gap in the cumulonimbus clouds but were hit by a downdraft and subjected to reversing loads varying from -2.5g to +6.8G to -3.2G which tore the right wing off the aircraft.



The tornado, photographed from the ground.

(Credit: Bert Estermeens)

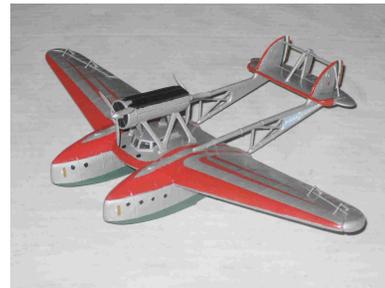


The weather map at the time of the crash.

(Credits: W.T. Roach and J. Findlater)

MILLER'S MODELS

Squadron mate, Capt Edward Miller is an enthusiastic builder of model aircraft, almost all to the same scale and now numbering in the hundreds. Many of the models are customized and use the markings of aircraft flown on famous missions or by famous pilots.



Savoia Marchetti SM55X used in Air Marshall Italo Balbo's mass formation trans Atlantic flight to the 1933 Chicago Worlds Fair. This particular aircraft is that of Captain Nannini who led the six plane red flight. Film of Balbo's arrival in Chicago can be found on YouTube.



DH-2 of Major Lanoe Hawker VC (Victoria Cross) He was Britain's first ace. It was in this aircraft that he was shot down by Baron Manfred Von Richthofen on 23 November 1916.