



*Missions for America
Semper vigilans!
Semper volans!*

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Squadron
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Civil Air Patrol

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Oct. 21, 2020

24 OCT-CTWG/NER Virtual Conference

27 OCT-Senior Meeting

28 OCT-Cadet Meeting

03 NOV-Senior Meeting-Staff Reports

04 OCT-Cadet Meeting-Aerospace

04-08 NOV-NER Area Command Exercise

31 OCT- **Fruit Sale Ends-All orders in!!!!**

10 NOV-Senior Meeting-Commander's Call

11 NOV-Cadet Meeting-Leadership-

17 NOV-Senior Meeting

19 NOV-Cadet Meeting-Character Development

24 NOV-Senior Meeting

26-30 DEC-Regional Cadet Leadership School

Prevent Scurvy
Sell Citrus Fruit Now!
Receipts Due-Noon, Saturday, 31 October



SENIOR MEETING
21 October 2020

The Senior Meeting, moderated by Maj Farley was part of the mandated Wingman Day activity which explores CAP Core Values similar to the Cadet Character Development Program.

The discussion focused on a scenario involving a cadet major who had posted something on a website which raised the hackles of a website monitor. Numerous questions were raised about the background of the cadet, whether or not the posting was judicious and the issue of free speech. The final question was what would be the cadet's squadron commander's appropriate decision to resolve the issue.

The interactions among the officers were excellent as they attempted to resolve some of the vague details set forth in the scenario. That vagueness was a positive feature since it raised questions as to what data might be needed to come to a conclusion.

Maj Neilson brought up a real situation which he once found himself in regarding the conduct of a cadet deputy commander and his example highlighted the responsibilities and difficult decisions which go with a squadron commander assignment.

Not all of the participants agreed with each other but in general, the exercise was a worthwhile foray into CAP's core values.

Saturday Noon at the Squadron

CADET MEETING

22 October, 2020

*Submitted by
CSMSgt Adam Bosse*



Using skills learned as a USAF navigator and civilian tax preparer, Lt Col Doucette tracks fruit sales.

Lt. Drost led a character development lesson on fortitude and the idea of using fear effectively. The cadets participated in a discussion on common fears like the fear of public speaking, failure, and tests. They discussed how these fears could both help and hinder you. Lt. Drost then explained how to not only overcome fear, but to use it to your advantage and improve.

Let there be light but no spiders! Lt Kopycienski applies sealant after lesson learned from last week's spider attack.



Proficiency Flight

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

New Qualifications

2d Second Lt Docker has qualified as a Mission Radio Operator.

1st Lt Kopycienski has qualified as a member of the Urban Direction Finding Team.

Lt Kopycienski has also attained the master rating in the communications specialty track.

Major Farley flew a transport mission proficiency flight. A transport mission pilot is allowed to ferry aircraft, transport CAP members and parts or equipment needed for a mission of fly "high bird" communication sorties. A major part of the exercise is planning and executing cross country flights.

"BIENNIAL" IN A BOEING

by

Stephen M. Rocketto



Stand by to Kopy! The Master in his shack.

I needed a flight review and I was offered one in a Boeing and I got excited. Every pilot must undergo one every 24 months to remain active. It consists of at least one hour of flight time and one hour of ground instruction given by a certified flight instructor. Piloting an aircraft is one of the few activities, amateur or professional, which requires passing periodic medicals and demonstrations of ability to remain qualified. Even Snoopy and Santa fall under the authority of Federal Aviation Regulation 61.56.

My hope was for a Boeing B-17, the classic Boeing tail dragger of World War II in which my Uncle Harry served as a navigator. If not a B-17, then, perhaps, a 757 which former squadron commander JohnnyD flew for Delta and has many good words about its performance. Knowing that Delta would be reluctant to release one of their fleet for me I thought that the President has use of at least two 747s so his personal Boeing 757 might be available. That excited me even more. Gold plated throttle knobs and seats made from the skins of baby harp seals.....But that was not to be. My momentary disappointment was swiftly dispelled by my romantic nature. I was offered a chance to return to my tail-dragging roots and fly a Stearman! My recent tail-dragging experiences have nothing to do with flying but has a lot to do with age, but I digress.

The Boeing turned out to be a Boeing Model 75N1, a PT-17 Kaydet, better known as a Stearman after its designer, Lloyd Stearman. Boeing's construction number is 75-4772.



75-4772 at Groton

Her military serial number, 42-16609, indicates that she was contracted for in 1942, the year of my birth, and was the 16,609th aircraft ordered that year. FAA records indicate that she was constructed in 1943.



Note the primer plunger on the left side of the picture.

When World War II ended she was declared redundant and sold. Originally priced at \$11,000, the Federal Reconstruction Finance Corporation handled the salvage sales and after the war, and you could get a Stearman for between \$250 to \$850 dollars. Today, think of \$125,000.

Having passed through a number of owners Stearman 42-16609 is now registered as N48573. While employed as a crop-duster it was severely damaged after a failed downwind take-off attempt on an extremely hot day in August of 1969. After reconstruction, it regained its airworthy certificate and is now hangared at Skylark Airpark in Broadbrook, Connecticut.

Skylark is a classic old-style airport with a lot of old-timers hanging around working on classic airplanes and hangar flying. The airport has a 3,200 foot runway oriented almost directly east-west and an adjacent turf area suitable for aircraft operations.—It is in crowded airspace, Bradley International is just five miles west and within a 25 mile circle you will find three more public airports and three private airstrips.

The PT-17 was designed as a trainer and had to be a tough bird to survive ham-handed student pilots. It has a rugged metal frame and fabric covered wings and empennage. The engine is a seven cylinder radial, a Continental R-670 producing 220 horsepower.

Pre-start requires two unusual procedures. First, the propeller is rotated clockwise for a set number of blades to prevent hydraulic lock because the lower cylinders of a radial engine accumulate oil while the engine is not running. If a start is attempted without redistributing the oil, the engine might be damaged when a piston reaches the top of its compression stroke as both intake and exhaust valves will be closed and the incompressible oil in the cylinder can stop the piston's movement, resulting in a broken a connecting rod or damage. tso the cylinder itself.

The other unusual feature of the start is the priming procedures. The primer is not located in the cockpit. It is mounted on the port side of the aircraft and priming must be done either before entering the cockpit or else with the assistance of ground personnel.

My immediate concern was whether or not my eight decade old bones, ligaments and tendons could manage the gymnastics needed to get into the cockpit. Not to worry. It was easy. All one needs to do is step up onto the lower wing and grab two hand-holds in the upper wing which steady you as you step into the roomy cockpit and get seated.

My second worry was ground control since I was out of practice flying tail-wheel aircraft. I had a fair amount of experience in Cubs, Champs, Taylorcrafts and even the Beech 18 but that was in the distant past before tricycle gear when tail draggers were called conventional gear. Augie Gorreck, my instructor, discussed the particular skills needed to fly a tail wheel aircraft, a review which I desperately needed. The first part of the exercise was taxiing. A tailwheel aircraft requires some deft footwork and skill to anticipate changes in direction. Augie directed me to the turf greensward which allowed me enough space to practice taxiing, proper rudder pressure, the judicious use of brake and throttle, and the need to pay attention to the wind and position the control surfaces accordingly.

Finally, I regained some semblance of control and we headed for the take-off position along a narrow taxiway. Augie said that if you could see the narrow taxiway you were probably no longer on it. However, with no visibility forward, taxiing a taildragger requires that the pilot execute shallow S-turns to make sure that nothing is in the way. The narrow taxiway required gentle pressure and leading the S-turn to stay on the macadam. I had once witnessed an S-turn disaster. At the old Flushing Airport I saw a SkyTyper T-6 Texan hit a New England Airlines Cherokee. The T-6 prop neatly cut a number of slices in the Piper fuselage just aft of the cabin.

My biggest problem was operating the trim and carburetor heat. For solo flight, the aircraft is flown from the rear cockpit. I was up front, and the trim control and carb heat are located out of sight at about hip level. I never really got the knack of grabbing them first try and I figured that my hips were going to end up black and blue and my knuckles rubbed raw by my floundering about whenever I needed to operate one of them. In spite of that minor inconvenience the flight went well with the standard maneuvers demonstrated and I found that the aircraft demands attention to the rudder in turns.

The instrumentation is rudimentary. A transparent tube hangs down from the overhead tank to indicated fuel quantity and there is no attitude indicator. However, the plethora of struts, wires and cabanes which hold the upper and lower wings together provide excellent references for climbing, gliding and banking.

Air work was fun. Visibility forward is good in level flight. The Kaydet stalls gently around 50 mph but if you do not keep the wings level, it drops off quickly. One of the more challenging maneuvers were Dutch rolls, a coordination maneuver which requires you to keep the nose on a point on the horizon while you roll port and starboard.

Landing can be a thrill. The Kaydet is draggy with all of its rigging and frontal area. Approaches use the 180 degree power-off technique. One flies a normal rectangular pattern but closes the throttle on downwind as you pass the end of the runway. A short burst of power is allowed to clear the engine on base leg but you must judge the approach carefully to make sure you clear the very tall trees on Skylark's final. Approach angle is steep, reminiscent of a glider with spoilers deployed.

I was better coordinated taxiing in along that narrow strip of macadam. The cockpit is quite roomy so getting out was no problem. Refueling and moving the airplane into the hangar was a chore but the gang of pilots who had been watching my antics stopped laughing long enough

to help to get the bird into her nest.

Refueling



We then adjourned to another hangar which contained a de Havilland DH.82A undergoing maintenance and an early Cessna 180, mostly in pieces, being reconstructed. Cold sodas, lots of great hangar flying, and a Flight Review endorsement in my log book finished off a very satisfying day of flying.



Augie and The Editor who is living the part in his G-1 leather flight jacket and silk scarf given to him by his mother on his first solo in 1960.

ROLLS-ROYCE ENGINE NAMES

Readers Bill Dolan, Larry Trick, Eric Thompson and Hap Rocketto all responded with answers to the teaser question about the scheme which Rolls Royce uses to name its engines. Piston engines were generally named after birds of prey such as the merlin, kestrel and goshawk. Turbines mostly carried the names of rivers: Avon, Tay, Derwent as examples.

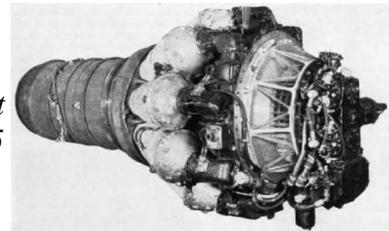
Feature Editor Rocketto suggested that Rolls Royce used the quaint and curious names of English towns such as Briantspuddle, Wetwang, and Puddletown. Now you know why his discharge ceremonies when he left the Navy included the breaking of his sword and the sound of drums, beating the Rogue's March.

Thompson took the time to mention some exceptions such as Viper but this turned out to be an engine designed by Armstrong Siddeley, a company which Rolls took over.



The British made Kestrel was used to power the prototypes of the German Ju 87 and Me 109!

And the Nene was used to power the Soviet Union's MiG-15 and the US Navy's F9F Panther!



COASTWATCHER RESEARCH DEPARTMENT AT WORK

Former squadron mate Tom Petry now lives the life of a retired gentleman in Arizona, just north of Fort Huachuca. Fort Huachuca's airfield is Libby Army Air Field and Petry wanted to know if it was named after Frederick Libby. A feature appeared in the last *Coastwatcher* which briefly discussed Libby's achievements in WWI and pictured one of Capt Miller's models, a British Aircraft Factory Fe.2B from which Libby shot down five German aircraft.

No joy on a phone call to the fort's museum. It is

closed til the health crisis passes. But I contacted Angela Camara at the public information office and she generously spent some time and reported back with the origin of the name.

Libby Army Airfield was not named for Lt. Frederick Libby, a noted WWI aviator. It was named to honor Sgt. George Dalton Libby, a Korean War recipient of the Congressional Medal of Honor.



George Libby enlisted in Waterbury, Connecticut and in Korea served with Company C, 3d Combat Engineer Battalion, 24th Infantry Division. His citation states that on the 20th of July near Taejon, Korea

Sgt. Libby distinguished himself by conspicuous gallantry and intrepidity above and beyond the call of duty in action. While breaking through an enemy encirclement, the vehicle in which he was riding approached an enemy roadblock and encountered devastating fire which disabled the truck, killing or wounding all the passengers except Sgt. Libby. Taking cover in a ditch, Sgt. Libby engaged the enemy and despite the heavy fire crossed the road twice to administer aid to his wounded comrades. He then hailed a passing M-5 artillery tractor and helped the wounded aboard. The enemy directed intense small-arms fire at the driver, and Sgt. Libby, realizing that no one else could operate the vehicle, placed himself between the driver and the enemy thereby shielding him while he returned the fire. During this action he received several wounds in the arms and body. Continuing through the town, the tractor made frequent stops and Sgt. Libby helped more wounded aboard. Refusing first aid, he

continued to shield the driver and return the fire of the enemy when another roadblock was encountered. Sgt. Libby received additional wounds but held his position until he lost consciousness. Sgt. Libby's sustained, heroic actions enabled his comrades to reach friendly lines. His dauntless courage and gallant self-sacrifice reflect the highest credit upon himself and uphold the esteemed traditions of the U.S. Army.

MASSACHUSETTS AIR AND SPACE MUSEUM

Connecticut has three aero museums, New England Air Museum at Bradley International Airport, Connecticut Air and Space Museum at Sikorsky Memorial Airport and the National Helicopter Museum at the Stratford Railroad Station. All are worth visits but you need to check websites for information about scheduling because of policies enacted during the current health emergency.

The recently opened Massachusetts Air and Space Museum in Hyannis is a worthwhile day trip. They also publish Horizons, a free periodical available by e-mail. In addition, their website, www.massairspace.org contains a section called "On-line Exhibits" and is definitely worth a visit from your home computer. There are some fascinating stories focused on aviation in the Bay State.

AEROSPACE CHRONOLOGY FOR THE WEEK

Oct 21, 1947-Two very unusual aircraft had their first flights.

The Leduc 0.10 was one of the first ramjet powered aircraft. It was designed in secrecy during World War II unbeknownst to the Nazis. The fuselage consisted of a double shell with the pilot sitting inside an inner shell. the air intake was between the inner and outer shells.



The Northrop YB-49 was the jet powered version of the YB-35. The two built were conversions of their piston-powered predecessors. The Flying Wing was far ahead of its time and suffered yaw stability problems which would await a solution in the form of computer controlled stability systems.



The "Wing" Over Muroc Dry Lake (Credit: USAF)

The second YB-49 was lost in June of 1958 killing both pilots, Major Daniel Forbes and Captain Glen Edwards. Forbes AFB in Kansas and Edwards AFB in California are named for them. Some of you may remember the scene in *The Right Stuff* when a pretty young thing is looking at the photos of test pilots on the wall of the Happy Bottom Riding Club and asks Pancho Barnes why "a fancy pilot like Slick (Goodlin)...doesn't have his picture...up there. What do you have to do to get your picture up there?" Pancho replies "You have to die, sweetie."



*Forbes
and
Edwards*

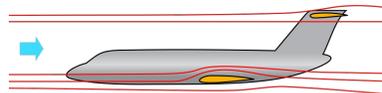


Oct. 22, 1963 – A dangerous aerodynamic condition arose with the advent of turbine powered aircraft with rear mounted engines and T-tails.. One of the first aircraft with this configuration was British Aircraft Corporation's prototype BAC One-Eleven.

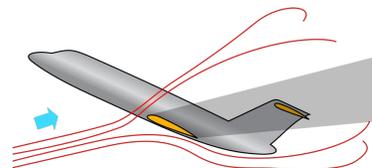


This 1-11 at Brooklands was retained by BAC for its entire life and used to test aircraft systems.

Mike Lithgow, one of Britain's premier test pilots and a crew of six were investigating stall behavior when at a high angle of attack, the tail entered the turbulent wake of the stalled wing. Normally, recovery from a stall requires the application of some down elevator but the elevators are ineffective when within the "shadow" created by the turbulent wake and recovery is impossible.



An illustration of an aircraft in normal flight and one in a deep stall.



During the testing of the BAC One-Eleven, the aircraft was at 16,000 feet when it entered a deep stall and descended in more or less a horizontal attitude until it struck the ground. A number of devices, including a "stick shaker" which warns of an impending stall have been developed to mitigate the dangers of the deep stall.

Oct. 23, 1934 – Francesco Agello sets a new world speed record in the Macchi M.C.72, 440 mph. The record still stands for piston engine seaplanes. Agello was killed during WWII while testing the Macchi C.202 fighter. His aircraft collided with one flown by another test pilot, Guido Madiero, a WWI ace.



Agello, the M.C.72 and its 3,100 HP 24 cylinder coupled V-12 liquid cooled engine

Oct. 24, 1940 – Luftwaffe Captain Karl-Heinrich Heyse flying a night intruder mission shoots down a British bomber over its own airfield. The intruder tactic was a reply to British night raids. Signal intelligence allowed the Germans to determine which British bomber bases would be active on a particular night and specially designed Junker Ju 88s and Dornier 17s would be dispatched to attack the bombers as they attempted to land. Heyse was killed the following month.

The first dedicated intruder was a Ju 88 C-2. Designed as a bomber, it was fitted out with one 20mm cannon and two 7.92mm machine guns

mounted in a solid nose.



Ju 88 Night Fighter
(Credit: Bundesarchiv)

One the same night, for the first time, Italy's Regia Aeronautica sent 16 Fiat BR.20 Cicognas (Storks) to bomb Harwich England. On crashed on take-off and two got lost and the crews bailed out. Bomb damage was insignificant.



Fiat BR.20

Oct, 25, 1979 – The last U.S. built McDonnell Douglas F-4 Phantom II, 78-0744, is delivered to the USAF. It is the last of 5,057 aircraft, delivery of which started in 1958. The aircraft was eventually transferred to the Air Force of the Republic of Korea. Its fate is uncertain.



Oct. 26, 1962 – The last Boeing B-52 is delivered to the US Air Force. Boeing built a total of 744 Stratofortresses. Serial number 61-040 still flies today and is one of 76 H models still active and expected to remain active for 30 more years.



61-040 as it emerged from the factory.



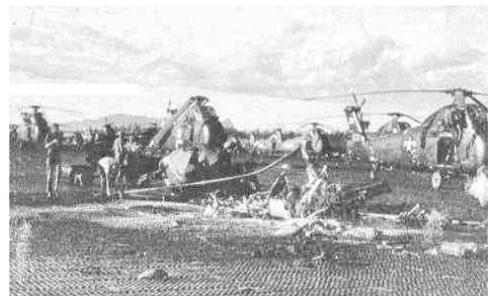
61-040 parked on the flight line at Andersen Air Force Base in Guam.

Although the log book searches have not been completed, *The Coastwatcher* believes that this aircraft has been flown by two past Thames River members, Squadron Commander John deAndrade and Cadet Commander Erik Nelson.



Nelson flew a Buff into Bradley for an event honoring Vietnam veterans. Le Col Doucette, a retired USAF navigator listens while deAndrade and Nelson discuss the merits of the Stratofort.

Oct., 27, 1965 – About 90 Viet Cong sappers infiltrated the USMC Air Facility at Marble Mountain in South Vietnam and destroyed 19 helicopters and damaged 30-35 others.



Marines survey the wreckage after the sapper attack.