



*Missions for America
Semper vigilans!
Semper volans!*

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04-08 NOV-NER Area Command Exercise
10 NOV-Senior Meeting-Commander's Call
11 NOV-Cadet Meeting-Leadership-
17 NOV-Senior Meeting
18 NOV-Cadet Meeting
19 NOV-Cadet Meeting-Character Development
24 NOV-Cadet/Senior Meeting-Promotions
02 DEC-Cadet Meeting
09 DEC-Cadet Meeting
16 DEC-Cadet Meeting
26-30 DEC-Regional Cadet Leadership School

CADET MEETING

04 November, 2020

submitted by

C/SMSgt Noah Bosse, Cadet PAO

Cadet Ceniglio gave a safety briefing on distracted driving. During the briefing, a video was shown where a police officer explained the dangers and consequences of distracted driving.

Col. Rocketto led an aerospace lesson on the the OSIRIS-REx mission to collect samples from Bennu. The cadets were then split up into breakout rooms to answer questions on the asteroid.

The second part of the lesson was a photo illustrated discussion of meteor impacts and discussions about some prominent craters and possible impact events: Barringer, Arizona, Manicouagan, Quebec, the Tunguska Event and Chikxulub, Mexico.

SENIOR MEETING

03 November, 2020

Maj Farley briefed the Squadron on the upcoming NER Area Command Exercise on November 4-9.

Lt Col Doucette reported that we have sold just over 200 cases of fruit and his is finalizing the inventory list preparatory to ordering.

A joint cadet/senior meeting will be held on November 24. It will be a Mitchell/Earhart awards ceremony.

Lt Otrin reported on upcoming qualifications which are expiring in the next two months.

Members are reminded upon leaving the squadron buildings to turn down the heat, turn off the lights and "take out the papers and the trash...Yakety Yak, don't talk back!"

Buchko Brothers and RC Aircraft



Above is a very poor picture of Mark, a brand new private pilot who is interested in joining. He is an active duty Navy, submarine navigator.

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

Big Kahuna of Communications

The awards ceremony at the NER-CTRWG Virtual Conference neglected to name Thames River's own, Lt Mike Kopycienski as the winner of the North East Regions Communicator of the Year Award.



Kopy is well versed in the operation of the High Frequency Chicken Soup Initiative Net and delivered a briefing at the conference. The HF-CSI was started a a group of CAP communication specialists who decided that the quarantine shutdown would be a good time to establish a weekly high frequency net which would be valuable practice for operators but also a rich training ground for novices. The program has expanded beyond its original scope is now a regular part of CAP's radio network.

C/TSgt Stephen and Cadet Nicholas Buchko have joined the RC Propbusters, a club which flies their radio controlled aircraft in Salem. The brothers have purchased on aircraft and given a second one by the squadron. Both are almost fully constructed and soon they will meet with the Propbuster mentors and learn the art of RC flying.

FORCED INTO VIRTUAL SIGNALING

by

*Stephen Michael Rocketto, Editor
The Coastwatcher*

Fear and Trembling in the Editorial Offices. A "woke" group of social justice warriors have accused The Editor of misogyny, barratry, pedantry, casuistry, tyranny and even gallantry. Their organ of attack is the instagram #StopTheRock.

Denying any of these charges will only label me as a fault denier. But some of these charges are true such as gallantry. I have been observed holding doors open for women, a clear example of benevolent sexism but something ingrained in me by my mother. The pedantry charge is undeniable, drilled into me by past educational training which demanded logic, reason, dependence on empirical evidence, skepticism and the willingness to use these talents in arguments. Barratry and casuistry are caused by my failure to check my enthusiasm for which there is no excuse.

And I do tyrannize my significant other but her political affiliation is 180 degrees in opposition to mine and in the present political climate, everyone is doing it. In Joseph Heller's satirical *Catch-22*, I find a defense from this charge. To paraphrase Major Danby who rebukes Yossarian for his "actions" by asking "Suppose everyone "acted" that way?" Yossarian answers "'I'd certainly be a damned fool to "act" any other way, wouldn't I?" And Mother Rocketto did not raise her son to be a fool.

Maybe the tyranny of my girlfriend is reason for the indictment of misogyny. However, my unconscious misogynistic character may be traced to my days in engineering school. At Boston University engineering students shared a building with the School of Fine and Applied Arts. Sometimes, when seating was short in the cafeteria, we would seek to share tables with the young ladies from the dramatics major. My attempts to chat them up were always rejected. Was it my bow tie, pocket protector or the leather sheathed slide rule which hung from my belt and dragged my pants down?



Perhaps they found my habit of taping my glasses to my forehead to keep them from sliding down off-putting. Maybe I should have bathed more often? And when one of them, the only girl who seemed fond of me, Faye Dunaway, left for Hollywood, my spirit was broken and I became bitter.

However, as it turns out, much of the animosity which appears in #StoptheRock stems from the fact that not enough female aviatrices have appeared in the pages of *The Coastwatcher*. Oops! Should not use the word 'aviatrices.' It is sexist. Aha! recognition of my systemic sexism should count as a plus for me with the "Woke" generation. So, in this issue I will adopt the policy so prevalent in Hollywood, the media, the political arena, businesses and the Social Justice Warrior battalions and use the tactic of "virtue signaling" in the hope that this might mitigate the hostile

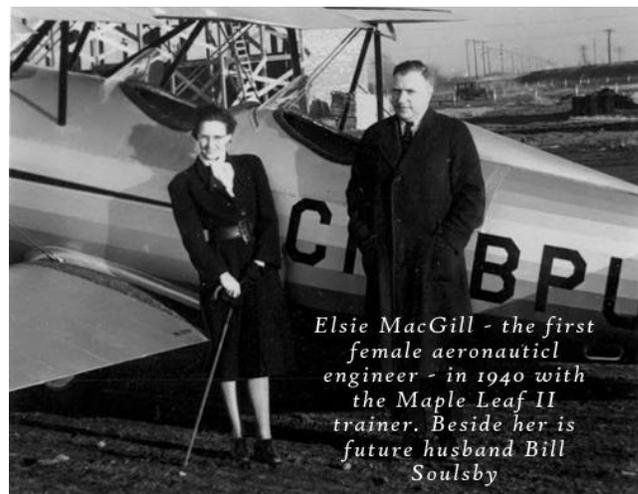
tweets on #StopTheRock.

Turn to the weekly feature "Aerospace Chronology of the Week." In this issue every day of the week extols some female aviator, goddess or animal whom in some way made a mark in aerospace. Note the diversity of my selections. Ah, diversity! Is there no end to my "virtue signaling?"

So let's hear it for the XX chromosome and the following females who each did something notable in the aerospace field.

AEROSPACE CHRONOLOGY FOR THE WEEK

November 4, 1980 - Elizabeth Muriel Gregory "Elsie" MacGill died. MacGill was the first woman to earn a baccalaureate and a master's degree degree in aeronautical engineering. During WWII, she was Chief Engineer for Canadian Car and Foundry (CC&F), developed training methods for the host of newly hired unskilled workers and improved the operations of the production line. She also designed a primary trainer, the Maple Leaf II.



Elsie MacGill - the first female aeronautical engineer - in 1940 with the Maple Leaf II trainer. Beside her is future husband Bill Soulsby

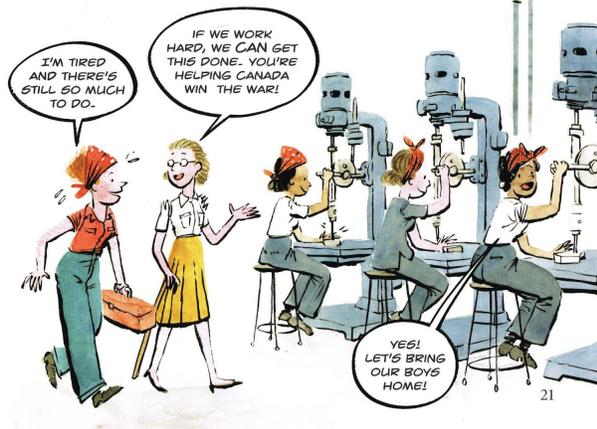
By 1943, when production ended, CC&F had produced over 1,400 Hurricane fighters. Macgill

became known as the "Queen of the Hurricanes."

Thanks to Elsie, forty Hurricanes were delivered to England in the summer of 1940 — five months ahead of schedule.

To build all these planes, the factory's staff increased from 500 to 4500. About half of them were women. Many of the women had not worked in a factory before, so Elsie had to train them. It was tough, detailed work — assembling each plane took 800 steps. But Elsie inspired and respected her workers. She knew how to encourage them.

Between 1939 and 1943, Elsie's team built 1451 Hurricanes.



After the war, MacGill became the Technical Advisor for the International Civil Aviation Organization and chaired the United Nations Stress Analysis Committee, the first woman to chair a UN committee.



MacGill at Work

Other public service included promoting the status of women. She stated that "I have received many engineering awards, but I hope I will also be remembered as an advocate for the rights of women and children."

Nov. 5, 1917 - Jacqueline Auriol is born. She received a pilot's certificate in 1948. Two years later, Auriol earned a military pilot rating. That her father-in-law was President of France did not hurt

but talent mattered more. What followed was an on-going duel with American pilot Jacqueline Cochran for the title of fastest woman on earth. The record traded between them five times ending in 1964 when Cochran, flying a Lockheed F-104 exceeded by 34 mph the speed set by Auriol in a Mirage III.

Auriol after setting a new speed record in a Dassault Mirage 3.



Auriol's attitude towards flying is manifest and summed up by the following comment:

I feel so happy when I'm flying. Perhaps it is the feeling of power, the pleasure of dominating a machine as beautiful as a Thoroughbred horse. Mingled with these basic joys is another less primitive feeling, that of a mission accomplished. Each time I set foot on an airfield, I sense with fresh excitement that this is where I belong.

Nov, 6, 1957 – Laika is declared dead by Soviet mission control. Laika was aboard Sputnik 2 and was the first animal to orbit the earth. The one-way mission's goal was to determine the effects of launch and micro-gravity on a living organism.



Laika and her Capsule. (Credit NASA)

Laika bore good Communist credentials. She had no aristocratic history but was a proletarian bitch

mongrel, possibly part husky and part terrier, who was picked up off the streets of Moscow. Strays were favored by the experiments because of the assumption that they were used to hard-scrabble living.

A long period of training was required to accustom the dogs, Laika and her back-up Musha to endure the confined conditions of the capsule. They were tested in centrifuges, subjected to launch noises and had medical sensors implanted.



Muttniks Muska, Laika's back-up and Albina, the canine control in the experiment. (Credit: NASA)

As launch time approached, Laika was placed aboard and one of the technicians said that One of the technicians preparing the capsule before final liftoff stated that "after placing Laika in the container and before closing the hatch, we kissed her nose and wished her bon voyage, knowing that she would not survive the flight."

The mission went into orbit and then, in a slang term, went south. Rather than live for a week, Laika died within hours from thermal stress. The capsule's temperature control failed, Laika's heartbeat rose to three times the normal level and death followed.

Soviet spin doctors leaped into action. The "official" reports claimed at mission's end she had been euthanized. Fake news! At the time, the Soviet Union had two propaganda organs, *Pravda* (Truth) and *Izvestia* (News). A circulating joke said that there was no news in *Pravda* and no truth in *Izvestia*.

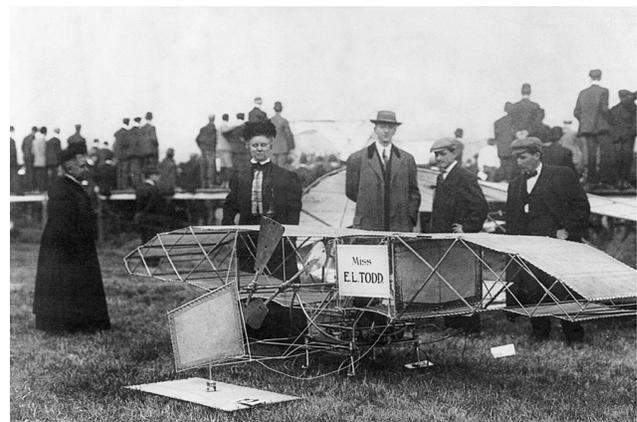
Seven months after her death, Sputnik two re-entered the earth's atmosphere and Laika was cremated.

Nov. 7, 1910 – At Garden City's Long Island flying field, the remarkable combat pilot, barnstormer, mercenary and Pan American employee, Didier Masson, flies an historic aircraft. It is the first aircraft designed by a woman, E. Lilian Todd.



Didier, Todd and an unidentified third person sit in the Todd designed aircraft.

Todd, born in 1865, was a self-taught inventor who was held patents for a typewriter device, an aeolian harp, and a cannon triggered by a sundial. In 1906, After exhibiting one of her designs at the Aero Club of America show, philanthropist Olivia Sage granted her \$7,000 to develop her ideas. She contracted with Staten Island's Wittemann-Lewis Aircraft Company for the construction of a full-scale aircraft.



Todd and her 1906 prototype at a New York Air Show.

Desirous of becoming a pilot and fly her own plane, Todd applied to for permission but was denied by a city bueaucrat



Posing at the controls of her full-scale aircraft.

Interesting, she was an early, perhaps the first promoter of aerospace education among the young.. Todd started a Junior Aero Club in 1908 which met in the workshop of her New York apartment.



Nov 8, 1984 – Shuttle mission STS-51A lifted off carrying Mission Specialist Dr. Anna Lee Fisher, the first mother in space.



Fisher specialized as an emergency medical physician before entering the Astronaut Corps. During her NASA career, she worked on a number of development and testing programs of shuttle hardware and software and flew as a physician in the rescue helicopters deployed with each launch,

November 9, 2005 – This was a hard one. The date marks the launch of the Venus Express, the first exploration mission of the European Space Agency (ESA) with the goal of obtaining data about the Venusian atmosphere. OK! Venus AKA Aphrodite is the Goddess of Love in Roman and Greek mythology and mother of Cupid by Mars.



Venus was an aviator who flew using a swan-driven chariot. A mantel clock, sculpted by Antoine-André Ravrio depicts her in the command pilot seat with co-pilot cupid handling the controls. The chariot wheel is the face of the clock. To the rear of the chariot is Adonis who, according to myth and verified in a the poem by Shakespeare would rather hunt boar than canoodle with Venus.

The Venus Express was launched by a Russian Soyuz-Fregate rocket and entered polar orbit around Venus in 2008 and flew far longer than its expected lifetime,. The mission was extended five times until she finally ran out of orbital maneuvering propellent in 2014.



Artists conception of the Venus Express orbiting Venus.

Nov. 10, 1994 - The tenth day for Dr. Ellen Ochoa's two week mission aboard Shuttle *Discovery*, STS-66, the second of her four shuttle flights. An electrical engineer, she worked on robotic hardware and computer software for NASA. Dr. Ochoa was the first Hispanic woman to go into space and also the first Hispanic Director of Johnson Space Center.

She is a classical flautist and while in space honored her fellow crew members by playing the *Marine Corps Hymn*, *Navy Hymn* and *God Save the Queen*



Musically inclined astronauts sometimes take their instruments into space. Cady Coleman, another flautist played aboard the International Space Station, Expedition 26. Her musical choice was a favorite of The Editor's, Stan Rogers *Bluenose*, a paean to the last of the Grand Bank schooners.



ISS (Credit: NASA/Roscosmos)

*The One who builds His upper chambers in the heavens
And has founded His vaulted dome over the earth,
He who calls for the waters of the sea
And pours them out on the face of the earth,
The Lord is His name.*

Amos 9:6



Bluenose

(Credit: Walter MacAskill)

F. E. 2b GUNNER POSITION

Several weeks ago, The Coastwatcher ran some stories about Lt Frederick Libby, who in WWI as an observer/gunner flying in a Royal Aircraft Factory F.E.2b shot down five aircraft and became an ace. Below find a picture of the position assumed by an F.E.2b gunner firing aft. Note the forward firing Lewis gun. Do you think he was given a safety briefing?

