



*Missions for America
Semper vigilans!
Semper volans!*

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CADET MEETING

11 November, 2020

submitted by

C/SMSgt Noah Bosse, Cadet PAO

Capt. Sevey led a discussion on authoritarian and *laissez-faire* leadership styles. The cadets were separated into breakout rooms where they discussed which leadership style fit best for leaders such as Steve Jobs, Herbert Hoover, Lyndon Johnson, Bill Gates, Vladimir Putin and Warren Buffet.

SENIOR MEETING

10 November, 2020

Commander's Call

The safety briefing was focused on safe food handling during the upcoming holidays.

Squadron goals were reviewed. Most goals have been met but orientation flights and senior recruiting have been hampered by the quarantine. Officers are requested to concentrate of specialty track qualifications for the balance of the calendar year.

Lt Col Rocketto reported that we have ordered 225 cases of citrus fruit from our purveyor in Florida.

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

NER Area Exercise

TRCS participated in four different training sessions as part of the Northeast Region-FEMA exercise.

Maj Scott Farley worked as Air Branch Operations Director on one day and he and Lt Col Richard Doucette, Lts David Pineau, Jason Otrin, Adam Spreace and SM Mathew Madore performed AOBD support duties on two days.

Lt Michael Kopycienski was Communications Unit Leader on the first day.

Maj Roy Bourque lead a ground team training unit at Bluff Point State Park which searched for and found an emergency training beacon which was simulating a lost hiker. Accompanying him were Lts Jennifer Thornell and Daniel Docker and cadets Capt Rhys Thornell, C/MSgt Noah Bosse and SMSgt Olivia Busher. Lt Col Philip Hiron, RIWG accompanied the party.

Maj Bourque had his Ground Team Member, Urban Direction Finding (UDF) and Skills Evaluator Trainer qualifications re-certified for three years.

Lt Col Hiron re-certified for UDF.

C/MSgt Bosse completed all qualifications for UDF and awaiting approval.

Each of the other members of the party completed tasks for advanced ground team ratings.



Lt Col Hiron uses the L-Per radio direction finder to locate the WLT's strongest signal while Cadet Bosse waits to take a compass bearing.

As Lt Col Hiron reads the data off the ELT, Lt Thornell writes it down in her notebook.



Lt Col Hiron, who is a NER Incident Commander commended the team on their performance.

Lt Adam Spreccace, SM Matthew Madore and Lt Col Richard Doucette flew a photographic mission

over Mashantucket, Conn. All targets were acquired but moderate turbulence made photography challenging.

Lt Col Rocketto and Maj James Hoffman, Commander, Igor Sikorsky Senior Squadron, flew a photographic mission over Ledyard. Haze and turbulence hampered the photography but all five tasked targets were acquired and transmitted to the customer.

Commendation

Capt Wayne Tremallo, a Wing maintenance official, commended TRCS maintenance officer, Lt Pineau and the Squadron for the excellent condition of our aircraft and the aircraft records.

Cadet Promotions

No in-person cadet promotions have been held since the quarantine began. However, ambitious cadets are pressing ahead in the grade structure. This Wednesday, five cadets were honored.

Cadet David Motherway has been promoted four times. On 28 October, he advanced to Cadet Technical Sergeant.

Cadet Noah Bosse has been promoted four times. On 22 October, he advanced to the grade of Cadet Master Sergeant.

Both C/TSgt Motherway and C/MSgt Bosse also received the Disaster Relief Ribbon with V device for working during the President's declaration of a national health emergency.

Cadet Stephen Buchko has been promoted twice. On 28 October, he advanced to the grade of Cadet Technical Sergeant.

Cadet Joseph Busher had been promoted three times. On 20 August, he advanced to the grade of Cadet Master Sergeant.

Cadet Olivia Busher has been promoted four times. On 10 November, she advanced to the grade of Cadet Chief Master Sergeant.

LEONID METEOR SHOWER

The annual Leonid Meteor Shower can best be viewed on the 17th and 18th will be an almost moonless night. The best viewing is around 0200-0400 local time since that is when our side of the earth is sweeping through the debris left by Comet Tempel-Tuttle. Expect to see about 10-20 meteors per hour. They may be moving in any direction and in any place. The name derives from the fact that the radiant point, the place in the sky from which the meteors seem to originate is in the constellation Leo the Lion.

Editor's Note

In 1966, I was stationed at White Sands New Mexico and was blessed with a viewing of the Leonid Meteor Storm, an event which occurs only every 33 years. The desert sky was clear and black and there was no light from any ground sites. At times, we estimated the meteor count at thousands per minute. We could read out data tables and instruments by the light which they cast. The next storm is predicted for 2032.



Observing Site at White Sands-1966

Where Are They Now

Erik Nelson



Former Cadet Commander Erik Nelson is now Major Erik Nelson, Aide-de-Camp to Commander, Eighth Air Force, Joint-Global Strike Operations Center, Barksdale AFB, Louisiana.

Father Daniel Mode

Major Noniewicz has relayed an article from the *Arlington Catholic Herald* which features former squadron mate Daniel Mode.

Father Mode joined Thames River while serving as chaplain at the US Coast Guard Academy. A real 'sky pilot' to use the slang for a military clergyman, Mode is FAA certified and served with us as an emergency services team member.



Lt Cmdr Mode as a CAP Major

He has seen sea service aboard aircraft carriers, had a tour in Afghanistan and Guantanamo and now works at the Pentagon for the Chief of Chaplains. In addition to his navy cover, he also wears a second hat, a biretta, and serves as a priest with the Diocese of Arlington, Virginia.



Father Mode boarding USS Vella Gulf (CG-72) in the Northern Arabian Sea.

Mode is also the author a a book well worth reading, *Grunt Padre*, which relates the life of Lt Vincent Capodanno, a Navy chaplain who earned the Medal of Honor posthumously in Vietnam. He joined an outnumbered unit of Marines who were in danger of being overrun. Despite severe

wounds, Capadonno refused aid for himself and administered first aid to the wounded while providing encouragement to those fighting. His last act was an attempt to render aid to a mortally wounded corpsman who was in the direct line of fire of a machine gun, 15 yards distant. Within inches of his goal, he was hit by a burst of fire.

Lt Capodonno has been designated a "Servant of God" by the Church and Father Mode is the Postulator for his canonization as a saint.

would repair her make-up before exiting an aircraft. Her good looks, adventurous spirit and charming personality made her a popular figure with the media.



AEROSPACE CHRONOLOGY FOR THE WEEK

Nov. 11-13, 1935 – Jean Batten departs Dakar, French West Africa (now Senegal) in a Percival Gull westward bound. Her destination is Natal, Brazil. After 13 hours and 15 minutes she lands breaking the previous record by a full day and becoming the first woman to fly across the South Atlantic.



Batten and her Percival Gull 6 named Jean. The aircraft is now on display at the Jean Batten International Terminal, Auckland Airport, New Zealand.



Batten was a New Zealander who earned her private certificate in 1930 and a commercial license two year later. Batten made a number of notable long distance flights. In 1934, she flew solo from England to Australia in a De Havilland Gipsy Moth.

Part of her kit in flight was one or two white silk dresses for appearances at receptions held honor. She was careful about her appearance and even

Alas, she came to a sad end, similar in some ways to that which befell Pancho Barnes. She became reclusive and because of that and her striking appearance, she became known as the "Garbo of the Skies." She stopped flying and after World War II ended Batten traveled with her mother living in a variety of places. Her mother died and she settled on the Spanish island of Majorca.

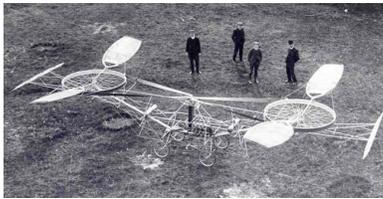
In 1981, she was bitten by a dog, refused treatment for an infection and died alone. Like Pancho, her body was not found for several days and she was buried in a pauper's grave under a different name.

Nov. 12, 1921 – The birth of aerial refueling. Wesley May strapped a five gallon gasoline can weighing 35 pounds onto his back and clambered aboard a Lincoln Standard flown by Frank Hawks. The Standard joined up with a Curtiss Jenny flown by Earl Daugherty and May literally chinned himself from the top of the Standard to the bottom wing of the Jenny, a remarkable physical feat. May then moved into the front cockpit of the Jenny which gave him access to the fuel intake just behind the engine. The rest was relatively easy.



(Credit Peter M. Bowers Collection, Seattle Museum of Flight)

Nov. 13, 1907 – First "flight" of the Cornu Helicopter. Paul Cornu, a French bicycle maker, just like the Brothers Wright constructed a twin rotor helicopter. Like the Wrights, his work systematically investigated the physics of flight but was hampered by lack of a sufficient power source.

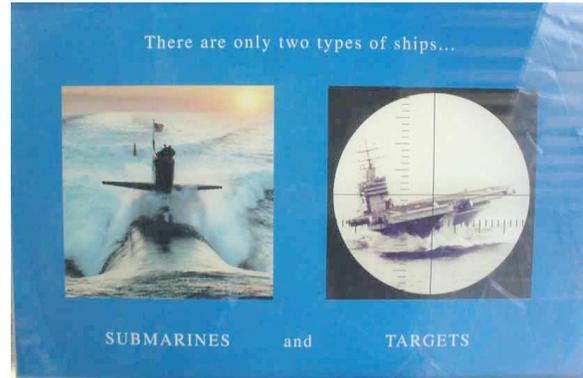


This "flight" was two years before Igor Sikorsky's decision, after two failures to say:

I had learned enough to recognize that with the existing state of the art, engines, materials, and —most of all—the shortage of money and lack of experience...I would not be able to produce a successful helicopter at that time.

The helicopter had a pair of variable pitch counter-rotating rotors and used deflector vanes in the rotor downwash for limited control. The craft managed to get a few feet in the air for less than a minute. Cornu realized that his control system was inadequate and Cornu returned to the bicycle business. But ought be remembered for his vision and pioneering spirit.

November 14th-A calamitous date for carriers! But Groton is the home of submarines so.....



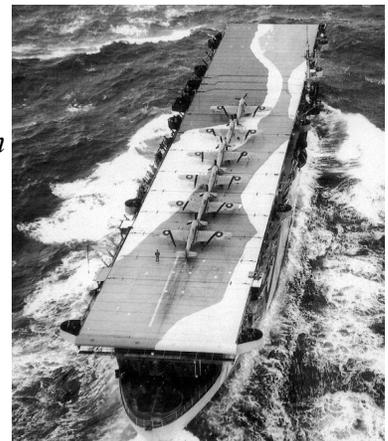
Nov. 14, 1941 - The fleet carrier *HMS Ark Royal* sinks a day after being torpedoed by U-81. Only one member of her crew of 1,488 men was lost.

HMS Hermione and HMS Legion taken survivors off the sinking Ark Royal.



Nov. 14, 1942 – The escort carrier *HMS Avenger* is torpedoed by U-155 off Gibraltar and almost the entire crew, 550 men, are lost.

HMS Avenger with six Hawker Sea Hurricane IICs spotted on her deck.



Nov. 15, 1929 – James McDonnell's first aircraft design takes flight. The *Doodlebug* was an entry in a safety contest sponsored by the Guggenheim Fund for the Promotion of Aeronautics. Although the *Doodlebug* did not win the contest, she was purchased by the National Advisory Committee for Aeronautics to study her leading edge slats.



(NASA photo)

McDonnell went on to establish the company which produced a line of military aircraft bearing the names of spooky apparitions such the Phantom, Banshee, Demon and Goblin.

The McDonnell Spooks



FH-1 Banshee, 1945, 62 built, limited fleet use

F2H-2 Banshee, 1947, 895 built,



XF-85 Goblin, 1948, two built, proposed parasite fighter to be carried by B-36 Peacemakers



XF-88 Voodoo, 1948, two built. A twin jet prototype, one modified as a propeller test vehicle.



F3H-2 Demon, 1951, 519 built, only McDonnell mass production single engine jet fighter.



RF-101C Voodoo, 1954, 807 built. Why waste a good name? This aircraft was flown by the Republic of China Air Force.



RF-4E Phantom II, 1958, 5,195 built. Aircraft shown was flown by the Israeli Air Force as the Kurnas (Sledgehammer).

Like Gilbert and Sullivan's sorcerer, John Wellington Wells, Mr. Mac

"...can raise you hosts of ghosts, and that without reflectors; and creepy things with wings, and gaunt and grisly spectres.

Nov. 16, 1949 - The Douglas DC-6A prototype set a commercial San Francisco/Los Angeles record of 58 minutes 13 seconds with an average speed of 350 mph. This was the freighter version of the airliner which had a reinforced floor and cargo doors fitted fore and aft of the port wing. Originally, the rear door had a lift elevator and the aircraft carried a jeep, a feature soon eliminated.





Years later, the aircraft was part of the Trabajeros Aereos del Sahara SA (TASSA) fleet and is here seen at Heathrow.

Nov. 17-18, 1954 – A Boeing B-47 Stratojet flown by Colonel David A. Burchinal, commander of the 43rd bomb, departs the USAF base at Sidi Slimane, Morocco bound for Fairford RAF Station in England. But Fairford was closed due to weather so a decision was made to return to Sidi Slimane which as it turns out was also closed down by the weather.

While waiting for one of the fields to open for traffic, the aircraft was air-refueled nine times and spent 47 hours 35 minutes aloft before managing to land in England! The 21,163 miles covered, equal to 80% of the equatorial circumference of the earth set a new record



B-47 flight line at Sidi Slimane

Sidi Slimane has been memorialized in song. Go to Oscar Brand's *Wild Blue Yonder: Songs for a Fighting Air Force on You Tube* for the tune.



*Now gather 'round closely, I'll sing this refrain
about life in Morocco, here at Sidi Slimane.
There's not enough women, to grace this bare land*

*but there's plenty of flea-bites of dungheaps and
sand.*

*The heat in the daytime will wither your soul
and through the long evenings, you will shiver
with cold.*

*It's so dirty and sticky, with the heat & the smell
you'll think you've been buried, and you've gone
straight to hell.*

*Each pilot then swears he has been wrongly
assigned*

*and the Air Force Commander has gone out of his
mind.*

*While he sits there a sweating, wond'ring why he
is here*

*the salt from his teardrops, makes his whiskey
taste queer.*

*And the boys you will notice, who take it so hard
are the recalled Reservists & the Air National
Guard.*

*But with all of their whining, there's one thing
that's clear*

*sure it's rough in Morocco, but it's death in Korea.
Welcome Air Force Man to Sidi Slimane*