



*Missions for America  
Semper vigilans!  
Semper volans!*

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### **CADET MEETING**

*19 November, 2020*

*submitted by*

*C/SMSGt Noah Bosse, Cadet PAO*

Lt. Drost led a character development lesson on gratitude. After watching a video on the positive effects of showing gratitude, the cadets discussed ways to show gratitude and how doing so affects other people.

### **SENIOR MEETING**

*17 November, 2020*

*Commander's Call*

Maj Farley conducted a training session for officers striking for the Aerial Photographer rating or seeking renewal.

### **AEROSPACE CHRONOLOGY FOR THE WEEK**

18 Nov., 1978 – First flight of the McDonnell Douglas F/A-18 Hornet.



*Hornet wearing a "digital" camouflage livery at Oshkosh in 2011.*

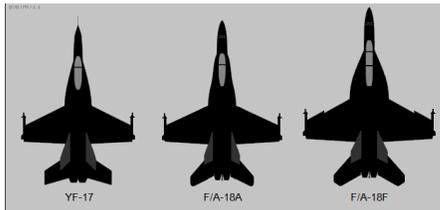
Two interesting points about this aircraft are the unusual F/A designator and its ancestry. Traditionally, the Navy has both a fighter and an attack community. Fighters defended the fleet and attack aircraft were tactical bombers. Attempts were made to combine both missions by installing bomb and rocket pylons on fighter aircraft such as the Vought F4U Corsair but both fighter and bombing performance are both degraded.

More powerful turbine engines led to a solution. During the Vietnam War, the McDonnell F-4 Phantom II performing as both fighter and bomber demonstrated the potential to develop a multi-role aircraft without sacrificing aerial combat or bombing excellence. A solution appeared during the fly-off competition for an Air Force light weight fighter which resulted in the General Dynamics YF-16 Fighting Falcon adoption by the Air Force rather than Northrop's YF-17 Cobra.



YF-18 and YF-17 (Credit: R.L. House, USAF)

The Navy was reluctant to adopt the YF-16 because it only had one engine so Northrop teamed up with McDonnell to build a multi-role aircraft out the Cobra whose heritage stretched back to the mid '60s and the Northrop F-5 International Fighter. Engineering teams set to work to develop a navalized version of the Cobra equipped with the electronics and hardware suitable for its dual role. There were three variants, the F-18A, A-18A, and TF-18B but ultimately they were combined into one aircraft and the F/A-18 designation appeared in 1980.



Size Comparisons (Credit: Greg Goebel)

As might be expected, what emerged as the F/A-18 was a ton heavier than the Cobra and two tons heavier than an F-16. But what the Navy got was a smaller, cheaper and more versatile aircraft than

the Grumman F-14 Tomcat, the fleet defense aircraft and a replacement for the LTV A-7 Corsair II and Grumman A-6 Intruder which simplified logistics and aircraft handling on board a carrier.

There is more to the story than *The Coastwatcher* could cover. A book, *The Pentagon Paradox* by James B. Stevenson has been written about the byzantine procurement process and the entangled machinations of the Navy, Air Force, Congress and manufacturers which led to the earliest marks of Hornets.

19 Nov., 1932 – A national monument to the Wright Brothers is dedicated at Kitty Hawk, North Carolina. The monument is made of granite and is 60 feet tall and perched on the 90 foot high Kill Devil Hill.



20 Nov., 1942 – The Alaska Highway, almost 1,400 miles of unpaved road, is dedicated and will support the Northwest Staging Route which will send lend-lease aircraft to the Soviet Union.



Contact Creek-Completion Point of the ALCAN



*The ALCAN, still unpaved when the Editor, the Feature Editor and the Duke of Tewk drove from Connecticut to Circle City on the Yukon River in the 1970s.*



*The End of the Line-1970s  
65°49'31"N 144°03'43"W*

*Cross the Yukon River and you can now drive from Circle to Prudhoe Bay.*

The flying started in Great Fall, Montana and terminated in Fairbanks, Territory of Alaska. In Fairbanks, the U.S. pilots would turn the aircraft over to Soviet pilots who flew them Ladd Field, Nome and to western Russia via Siberia. Within a month, 148 aircraft supplied by the United States have reached the Soviet Union by what is sometimes called the Alaska-Siberia Lend-Lease Route (ALSIB).



*Fairbanks Lend-Lease Monument*

By the end of WWII, Russia will receive 15,000 aircraft. About half will travel over the ALSIB. A few flew the south Atlantic, across Africa and Iraq for delivery in Tehran, Iran. The balance were

transported by sea to Murmansk and Archangel.



*5,000 delivery (Credit: U.S. Army)*

The most common aircraft delivered and their numbers were the Bell P-39 Airacobra (4,800), Douglas A-20 Havoc (2,900), Bell P-63 Kingcobra (2,400), and Curtiss P-40 Tomahawk/Kittyhawk (2,100).



*Bell Aircraft Delivery Ramp, Wheatfield, N.Y.*



*An A-20 in Russian. It has been modified with a locally produced dorsal turret.*

North American B-25 Mitchells, Douglas C-47 Skytrains, Republic P-47 Thunderbolts, and Consolidated PBN Catalinas were sent in smaller numbers. Approximately 20% of the Soviet Air Force consisted of U.S. made aircraft.

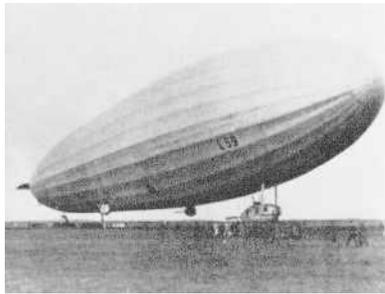


*Russkie and his Mitchell*



*Soviet manufactured ALSIB Commemorative Pins from the Editor's collection.*

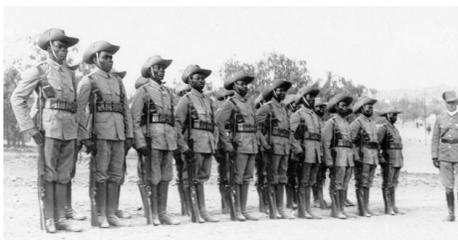
21-24 Nov., 1917 – The German navy airship Zeppelin LZ-104 "Das Afrika-Schiff" lifts off in an attempt to resupply the German East Africa Schutztruppe commanded by Gen. Paul von Lettow-Vorbeck.



Lettow-Vorbeck and his small force of German and African troops fought the united powers of Great Britain, Belgium and Portugal for all of WWI in a brilliant guerrilla campaign. Outnumbered 10:1, Lettow-Vorbeck ceased fighting two weeks after the European Armistice.



*Lettow-Vorbeck and Schutztruppe Askaris*



The flight of the LZ-104 was a last ditch effort of the German government to resupply the Schutztruppe. She carried 15 tons of supplies. Since there was no way to replenish her hydrogen supply in Africa, the plan was to cannibalize her and use the materials to improvise useful articles such as bandages and tents from her fabric covering and radio masts from her structure.

Under the command of *Kapitänleutnant* Ludwig Bockholt, LZ-104 departed Jamboli, Bulgaria on what was expected to be a one-way journey. With some difficulty, she made it as far south as the Sudan when the mission was aborted.



*Route of the Aborted Flight*  
(Credit: Chrischerf)

The proposed safe landing ground near Mahenge, Tanzania had been captured by the Allies and the Schutztruppe has been forced to seek refuge in the mountains where a landing would have been near impossible. Turning north, LZ-104 returned to Jamboli after a 4,100 mile 96 hour flight.

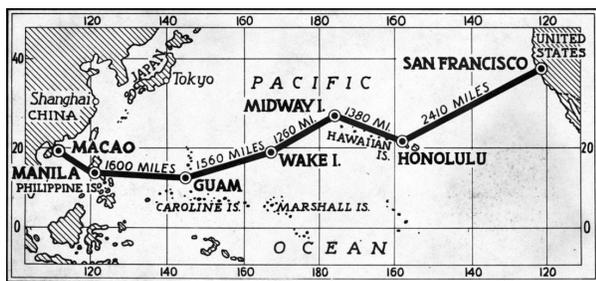
Five months later, LZ-104 left Jamboli with orders to bomb the Royal Navy base at Malta. Some accident occurred and she blew up over the Mediterranean with the loss of the entire crew.

22 Nov., 1935 – A Martin M130 flying boat, the China Clipper, departs San Francisco bound for Manila via Honolulu, Midway, Wake Island and Guam, an 8,000 mile journey. Legendary aviator Capt Edwin Musick commands.



*Captain Musick and co-pilot R.O.D. Sullivan, overlooking stacked mailbags.*

Taking off, Musick realizes that the aircraft could not fly over the incomplete San Francisco-Oakland Bay Bridge so he flies under it instead.



*The route West-Six rest and refueling stops, 9,000 miles and six days!*

On November 29th, the China Clipper lands at Manila and delivers 110,000 pieces of mail, the first trans-Pacific airmail.



*Manila and the half-way point for a letter posted for the foremost stamp collector of the United States.*

*"Neither snow, nor rain, nor heat, nor gloom of night, stays these couriers from the swift completion of their appointed rounds."*



23 Nov., 1959 – First flight of the Boeing 720. The Boeing 720 was a derivative of the iconic Boeing 707. It was shorter, lighter and had a modified wing optimized for short to medium range flights from shorter runways than those acceptable to the 707.

Originally named the 707-20 and then the 717-20 (Boeing's model number for the KC-135 and later applied to the MD-95), the aircraft's final designation is the only Boeing commercial jetliner that does not follow the standard 7X7 pattern.

The 720 was first marketed to the airlines as the model 707-020. United Airlines was interested in the 707-020 but had previously decided to go with the Douglas DC-8. To help United avoid any negative publicity for "going back" to the 707, Boeing changed the name of the 707-020 to the 720.

One 720 was used in the FAA/NASA test for anti-misting fuels, structural analysis and passenger survival studies. Called the Controlled Impact Demonstration, the aircraft was flown by remote control and deliberately crashed.

The aircraft did not land wings-level as planned but the results indicated that 25% of the passengers would have survived but the anti-misting agent in the fuel did not work.



*Go to You Tube for some spectacular imagery.*

Another 720 was used by Pratt & Whitney-Canada as an engine test bed. It was the last operational

720 and has since been retired to the Canadian Air Force Museum in Trenton.



*P&W-Canada 720 at the very last Pratt and Whitney Air Show-Rentschler Field East Hartford, Conn.*

Pratt could mount a test engine under the wing on the number three pylon or mount a turboprop in the nose. Two nacelles for testing smaller turbines were mounted on the port and starboard sides of the nose.

Two other 720s achieved celebrity status. *Caesar's Chariot* and *The Starship* were used by Led Zeppelin and other members of the entertainment industry to meet performance commitments.



*Above: Led Zeppelin livery. Below: Allman Brothers livery.*



24 Nov., 1947 – The first flight of the six engine Convair XC-99. The aircraft was one-off attempt

to develop a freight hauler and troop transport based upon Convair's B-36 Peacemaker, a ten engine strategic bomber.



A civilian version was planned. The aircraft was given Convair Model Number 37 with hopes to sell it to the airlines. It could carry 400 passengers over a 4,000 range but was very expensive to operate so Pan American cancelled its order for 15 of them.



*The two largest Convairs in formation.*

After some time in service, the project was cancelled and the XC-99 languished in the Texas sun at Kelly Field, San Antonio, for nearly half a century before being disassembled and moved by road to the Museum of the USAF, Dayton, Ohio.



*XC-99 resting "where the stars at night are big and bright, deep in the heart of Texas."*