



*Missions for America
Semper vigilans!
Semper volans!*

Publication of the Thames River Composite
Squadron
Connecticut Wing
Civil Air Patrol

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Issue 14.52

17 December, 2020

No meeting-weeks of 22 & 29 December

26-30 DEC-Regional Cadet Leadership School

05 JAN-Seniors Staff Meeting

06 JAN-Cadet Meeting-Aerospace

12 JAN-Senior Meeting-Commander's Call

19 JAN-Senior Meeting

26 JAN-Senior Meeting

CHANGE OF COMMAND CEREMONY

15 December, 2020



Col James Ridley, CTWG Commander, conducted a Change of Command Ceremony. Lt. David Pineau "received the colors" from Maj Scott Farley and assumed responsibility for leadership of Thames River Composite Squadron. Lt. Adam Sprecace has been appointed as Deputy Commander.

Remarks by Maj Farley lauded Lt Pineau's past work as Deputy Commander. He expressed confidence that the Squadron will remain strong and effective under Lt Pineau.

Lt Pineau praised Maj Farley for four years of strong leadership and committed himself to continuing the development of strong programs and squadron growth.



Mrs. P. congratulates the new commanding officer.

(Credit: A. Sprecace)

SENIOR MEETING

15 December, 2020

Maj Farley briefed the Squadron on the details of the Apollo 8 mission, the first manned lunar

mission which circumnavigated the moon 52 years ago this month testing the equipment and systems needed for a lunar landing.



Remastered "Earthrise" image taken by Apollo 8 crewman, William Anders.

CADET MEETING

19 December, 2020

submitted by

C/SMSSgt Noah Bosse

Lt. Drost led a character development lesson on the topic of feedback (criticism). The cadets watched a video on how to receive feedback. The video promoted the idea that feedback is good and must be taken positively. The video suggested some tactics to improve offering and receiving feedback.

A discussion of self evaluation followed, the art of self criticism.

WEEKLY MISSIONS, ACTIVITIES AND AWARDS

C/TSgt Stephen Buchko and C/Amn Nicholas Buchko have both qualified for the Winchester/NRA Sharpshooter medal.



C/Capt Christopher Munzner qualified for the Winchester/NRA Expert medal.



CURRENT EVENTS

The Great Conjunction of Jupiter and Saturn

Every 20 years or so, the right ascension, celestial longitude and the declination, celestial latitude, of Jupiter and Saturn are very nearly the same. This means that they will appear very close to each other in the night-time sky. The next Great Conjunction will occur on Monday, December 21, by coincidence the winter solstice.

The conjunction will be visible for most of the night. Look to the southwest and you cannot miss the two planets seemingly almost merged.

You can get a very good view using 7 power binoculars. Seven power is enough to resolve the four largest moons of Jupiter, Europa, Ganymede, Io and Callisto. They were discovered in 1610 by Galileo in one of the first uses of the telescope as an astronomical instrument.



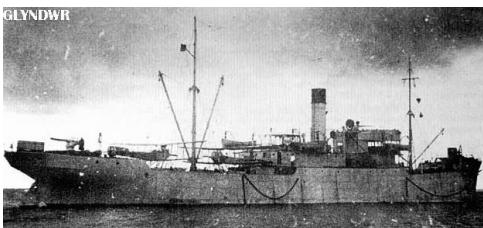
On the 21st, the separation will be about 1/10 of a degree. If you use a high power telescope, you will see both planets in the same field of view.

The ring system of Saturn is tilted about 23° relative to earth so they too will be visible in a moderate telescope at a magnification of around 25X.

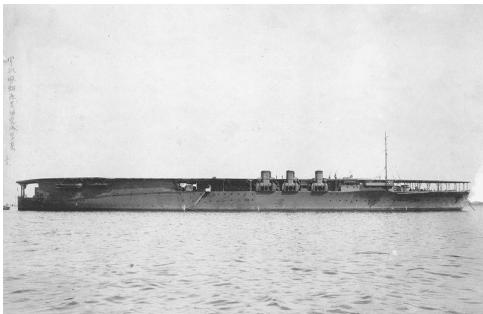
AEROSPACE CHRONOLOGY FOR THE WEEK

Dec. 16-Three Naval Aviation Ships

1914 – *SMS Glyndwr* is the first Imperial German Navy aviation ship to be commissioned. Originally a British freighter, she was seized and converted to serve as a mothership for seaplanes

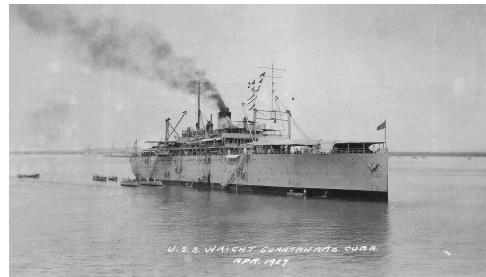


1919 – The Imperial Japanese Navy commences construction of the *Hōshō*. She is the second aircraft carrier laid down and designed to be a carrier and the first completed. (*HMS Hermes* was the first.) *Hōshō* survived WWII during which it served as a training ship. At war's end, she was used to repatriate Japanese soldiers and civilians before scrapping in 1946.



(Credit: Kure Maritime Museum)

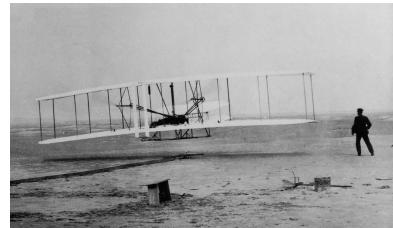
1921 – *U.S.S. Wright* (AV-1) is commissioned. She is the only U.S. Navy ship with the 'AV' hull number for "lighter-than-air craft tender." During WWII, she served as a seaplane tender.



(Credit: Bill Faulk Collection)

Dec. 17-Ten First Flights

1903 - The Wright Flyer



(Credit: John T. Daniels, U.S. Lifesaving Service)

1916 – The Handley-Page Type O



600 built and used as bombers for anti-submarine patrols

1935 – The Douglas DC-3



This is the prototype after sale to American Airlines.

1947 – The Boeing XB-47 Stratojet



Over 2,000 B-47s were employed as nuclear bombers during the Cold War.

1956 – The Grumman E-1 Tracer

The Tracer was the Navy's first purpose-built airborne early warning aircraft.



1963 – The Lockheed C-141 Starlifter



Starlifter at McMurdo Station, Antarctica.

(Credit: Flight Engineer SMSgt Bob Pederson)

1963 – The Moynet 360 Jupiter



Only two prototypes were built of this French push-pull attempt to enter the executive airplane market. (Credit: D. St-Sanvain)

1981 – The NAC Fieldmaster



The prototype Fieldmaster. Only 10 of these ag planes were built. (Credit: Steve Fitzgerald)

2004 – The Antonov An-148



A Ukrainian regional jet with a troubled political and technical history.

2009 – The Eurocopter EC175



Noordzee Helikopters Vlaanderen servicing North Sea oil drilling rig.

Dec. 18, 1934 – Stearman Aircraft Company delivers its first Kaydet trainer to the Army. The most common preliminary trainer, some 10,346 Kaydets will be delivered by the end of WWII.



Feature Editor Hap Rocketto and Ed Pease readying the last flight of Ed's PY-17 before donation to the EAA in the 1970s.

Dec. 19, 1928 – Harold Pitcairn flies his first autogyro.



Pitcairn and the PCA-2, first autogyro to be certified and first to complete a transcontinental crossing.

Dec. 20, 1969 – The highest-scoring North Vietnamese ace of the Vietnam War with nine claimed kills, Nguyễn Văn Cốc, claims an AQM-34 Firebee UAV for his final kill.

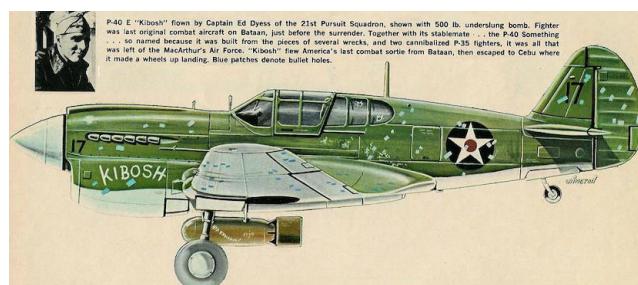


Dec 21-30, 1943 – Douglas A-24B Banshee start dive bombers attacks against Japanese facilities in the Gilbert Islands. The A-24B was the USAAF equivalent of the Navy's SBD-5 Dauntless



Banshee taxiing on its Makin Island base in the Gilberts. (Credit: USAAF)

Dec. 22, 1943 – Lt. Col. William Dyess had been flying the Curtiss P-40E in the Philippines but was captured by the Japanese on Bataan in April of 1942. He escaped a year later and joined the guerrilla forces on Mindanao. In July, he was evacuated by submarine and returned to the United States for retraining on the Lockheed P-38G.



Col Dyess goes West after an engine caught fire on take-off over a densely populated area. Refusing to bail out, Dyess deliberately crashed into a vacant lot in order to avoid killing his fellow citizens. Dyess AFB near Abilene, Texas honors his heroism.

“Greater love has no one than this: to lay down one’s life for one’s friends.” John 15:13

READER REPORT

Operation Mount Hope III Hind Snatch



Mike Walz, a reader from Montana read Cadet Buchko's article on the Mi-24 Hind and sent a note about Operation Mount Hope III when the Army's Night Stalkers snatched a Hind from Chad, a land-locked country in central Africa.

Officially, the Nightstalkers are the 160th Special Operations Regiment which operate an eclectic assortment of specially modified aircraft for employment in Army covert operations.

Between 1978 and 2012, French backed Chad was engaged not only in a civil war but in a border dispute with Soviet backed Libya. In April of 1987, French and Chadian troops captured an intact Mi-25 Hind D, the export version of the Mi-24.

Mount Hope I was the proposed operational plan and may be found at:

<https://www.theblackvault.com/documentarchive/operation-mount-hope-iii/>

Operation Mount Hope II was the code name for the practice missions at White Sands, New Mexico.



Libyan Hind

The Hind was of considerable intelligence value at that time so in June of 1988 the United States sent two Lockheed C-5 Galaxy transports carrying two Boeing MH-47 Chinooks, two Lockheed C-130 Hercules and Company E of the 160th Special Operations Aviation Regiment to retrieve the Hind.

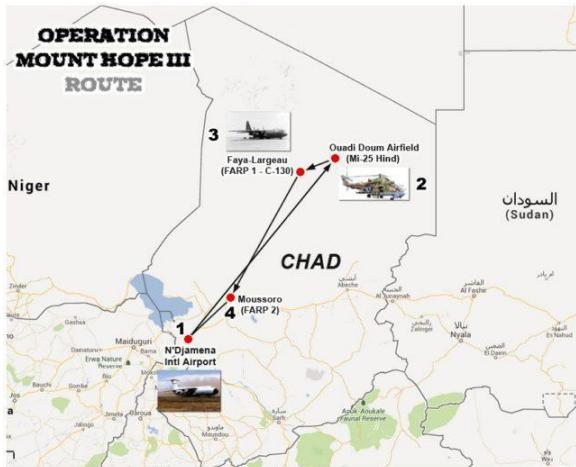


Loading a Chinook into one of the Galaxies

The government of Chad had given permission after a "gift" of two million dollars and some Stinger missiles but with the proviso that they would provide no assistance. However, the French chipped in with some troops and some Dassault Mirage F.1s for top cover. Remember, the war with Libya was still raging and the Hind was in disputed territory. And Libya, under Mummar Ghadafi was no friend of the United States.

An advance party went to Ouadi Duom, the site where the Hind had been captured. They engaged in prepping the Hind for transport, removing the rotor blades and accessories to reduce weight and volume.

After landing at N'Djamena International Airport which also serves as a base for the Chadian and French military, the operation started immediately. The C-130s set up two refueling points between Ouadi Doum, the location of the Hind, 500 miles distant.



The 160th Chinooks flew the inbound mission at night to avoid detection by hostile Libyans. They landed, prepared the Hind for sling loading and headed back to N'Djamena.



Desert Pick-up!

Two refueling stops were required for the Chinook carrying the Hind and along the second stage of the return they had to race a 3,000 foot high sandstorm and landed nearly blinded by the blowing sand.



The lift back.

The two Chinooks were loaded on one of the C-5s and the second carried the Hind. All aircraft departed immediately. After only 67 hours in Chad, the mission was successfully closed.



A happy crew and a job well done. (Credits: USDOD)



Today the Hind is no longer a mystery aircraft. The U.S. military fly a few of them and train Afghans to use them. If you feel a need for a personal Hind, contact VTS Aviation LLC in Tacoma, Washington or System Studies & Simulation, Inc. in Huntsville, Alabama and they will be delighted to meet your needs. Act within 10 days and use the customer code SMR75 for a 10% discount and free shipping.



VTS Hind near Ryan Field, Arizona on contract with USAF. (Credit: Airman 1st Class Jacob T. Stephen)