Missions for America
Semper vigilans!
Semper volans!

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Lt Col Stephen Rocketto Editor
1st Lt David Pineau, Publisher
Maj Roy Bourque, Paparazzo
2d Lt Joanne Richards, PAO
2d Lt Stephen Buchko, Cadet AEO
C/Amn Lucas Dellacono, Cadet PAO
Capt Edward Miller, Features
Maj Scott Farley, Roving Correspondent
Shawn Terry, Automated Sciences, IT Guru

17 JAN-TRCS Meeting
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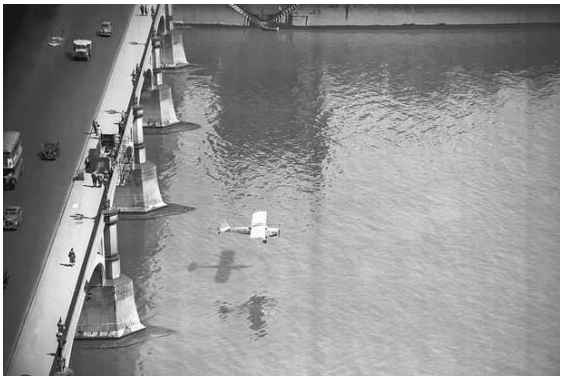
Twenty bridges from Tower to Kew -
Wanted to know what the River knew,
Twenty Bridges or twenty-two,
For they were young, and the Thames was old
And this is the tale that River told.

The River's Tale

Rudyard Kipling-1911



And in 1951, the "Mad Major" flew under 15 of them. And this is the tale The Coastwatcher tells...

CADET MEETING

10 January 2023
submitted by
C/Amn Lucas Dellacano

Lt. Schmidt led a seminar lesson about integrity, one of Civil Air Patrols Four Core Values. He used a series of videos and activities. One of the videos included a fictional story about the dangers of casting away your integrity. After the videos, cadets formed groups and asked questions about moments in their life that involved issue of integrity.

SENIOR MEETING

10 January, 2023

Capt Adam Sprecace briefed the squadron on the low altitude military trains routes known as "Slow Routes." The briefing used a New York sectional as a prop and showed how to find the routes and how to identify them by name.

CHANGE OF COMMAND AND PROMOTIONS

The leadership of the cadet component of Thames River Composite Squadron was passed from C/LtCol Rhys Thornell to Maj Noah Bosse.

Maj Roy Bourque passes the Squadron flag to the new Cadet Commander, C/Maj Noah Bosse.

Cadets Anthony Stefanelli and Madelyn Ryan earned the Maj John F. Curry Award and were promoted to Cadet Airmen.

Cadet Tiger Bland earned the Captain Eddie Rickenbacker Award and was promoted to Cadet Technical Sergeant.

Cadet Alexander Knets earned the General Jimmy Doolittle Award and was promoted to Cadet Senior Master Sergeant.

Cadet Seth Trotochaud earned the Robert H. Goddard Award and was promoted to Cadet Chief Master Sergeant.

Cadet Analeise Mazzulli earned the Willa Brown Award and was promoted to Cadet Second Lieutenant.

Cadets Stephen Buchko and Nicholas Buchko were awarded the CAP Rocketry Badge.

Cadet Nicholas Buchko was awarded the STEM Basic Badge.

MISSIONS

Orientation Flights
08 *January, 2023*
submitted by
Major Scott Farley

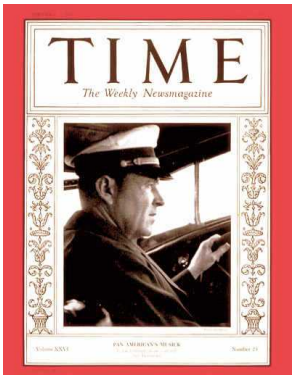
On Sunday the 8th of January, Major Farley C/Amn Madeline Ryan and C/Amn Anthony Stefanelli received their first orientation flight. A preflight briefing was conducted and the flight instructions and flight consisted of ground handling, pre-flight ground inspection, cockpit pre-flight and taxi, takeoff, inflight activities, approach to landing, landing and rollout rollout.

Maj Farley discusses the salient features of the empennage which must be inspected before flight.
(Picture Credit: Lt. Jennifer Thornell)

The experience was enriched by overflights of he communities and houses of each of the cadets.

AEROSPACE HISTORY

January 11, 1938 – Capt. Ed Musick, Pan American's Chief Pilot Goes West.



Musick and his crew of six had departed Pago Pago, American Samoa in the Sikorsky S-42 flying boat, *Samoan Clipper*. They were surveying a route to New Zealand for the airline. An oil leak was detected in the number four engine. It was shut down and the aircraft turned back, dumping part of its heavy fuel load in preparation for a landing in the hill ringed Pago Pago. The final approach required crossing a high ridge at slow speed so the aircraft had to be lightened.

The approach was from left to right crossing the high ridge on right background.

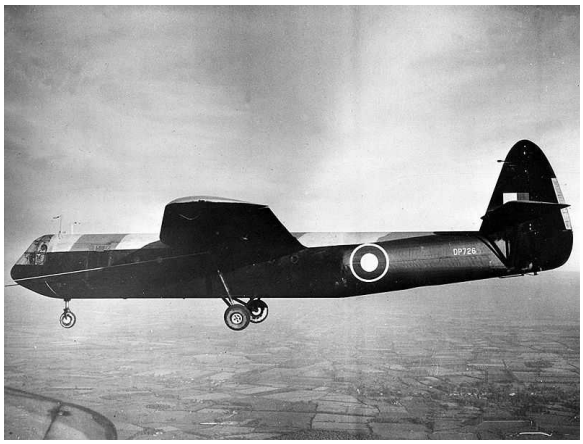
It has been surmised that fuel vapors had collected in the wing structure were ignited by a cause unknown, perhaps static electricity, engine exhaust or a spark for the electrically operated flap motor.

January 12, 1960 – Nevil Shute Norway, best know for his novels, especially the apocalyptic novel and movie, *On the Beach*, Goes West. Another novel, *No Highway*, made into the movie *No Highway in the Sky,* stars Jimmy Stewart, and will appeal to the aviation community. Stewart is the brilliant but eccentric boffin, Dr. Theodore Honey whose predictions that metal fatigue was not only the cause of the crash of the commercial airliner "Rutland Reindeer" but will, after a predictable number of flight hours, doom the rest of the fleet.

Shute was also a model builder of working engines and tool machines and his experiences are central to his novel *Trustee from the Tool Room*. The deletion of his family name, Norway, and the use of the pen name, Shute, was chosen to distance himself from his colleagues and employers and avoid unfavorable reflections on his serious work and an engineer. His collected works total 24 books, mostly novels, some of which have themes of the mystical of paranormal interwoven into the stories.

However most of the reading public did not know of his successful career as an aeronautical engineer., first with de Havilland, then Vickers and finally, his own company Airspeed, Ltd. At Vickers, he led the stress engineering section working on the R100 dirigible and eventually chief engineer. His biography, *Slide Rule*, is a highly critical account of the competition between the highly successful privately funded R100 and the disastrous government designed and built R101.

In 1931, he and another engineer, A. H. Tiltman founded Airspeed, Ltd. The company built a small number of specialized aircraft and was honored by the Royal Aeronautical Society for his development of retractable undercarriages. The company's two most successful designs were the Airspeed AS.10 Oxford, almost 9,000 produced and the AS.51 Horsa assault glider which enjoyed a production run of around 3,500 units. Airspeed eventually merged with de Havilland, ironic since Shute had left de Havilland because of lack of opportunities for advancement.



Oxford and and an Horsa under tow.
(Credit: RAF and Imperial War Museum)

He was a lieutenant commander in the Royal Navy Volunteer Reserves during World War II and worked in the Directorate of Miscellaneous Weapons Development and worked on the ill-conceived rocket propelled explosive cart, Panjandrum and the "Rocket Spear," a kinetic weapon credited with sinking several U-boats.

The Great Flaming Panjandrum, designed to clear beach obstacles.

In 1948, Shute traveled to Australia, flying there and back in his Percival Proctor 5, G-AKIW, accompanied by British ski champion and author W. James Riddell who described the trip in his book, *Flight of Fancy*.

Shute and his Percival *(Credit: Nevil Shute Foundation.)*

Liking what he saw and disgusted by the United Kingdom's oppressive taxation, Shute emigrated to Australia in 1960 and took up car racing as a hobby, driving a Jaguar XK140,

Shute left a legacy of 25 published works and significant contributions to aerospace technology. He was one of those rare individuals who excelled in more than one field of endeavor.

January 13, 1942 — The one-off XR-4 made its first flight Jan. 14, 1942, with Sikorsky's test pilot, Les Morris, at the controls. The Sikorsky designation of this aircraft was S-47 but it was also known as the VS-316A

Morris learned to fly in 1928 and in 1931 received an appointment as Connecticut's Commissioner of Aviation. His career at Sikorsky included the first test flights of nine different models.

(Credit: Hans Groenhoff Photographic Collection, Smithsonian Institution National Air and Space Museum)

Six months later he ferried the same aircraft, now covered, and handed it over to the the USAAF at Wright Field, Ohio after a multi-stage. 16 hour flight from Bridgeport.

January 14, 2005 – After a seven year voyage from earth, the Huygens lander detached from the Cassini orbiter for a one hour and 27 minute descent to the surface of Titan, Saturn's largest moon. The project was a joint effort by NASA which was responsible for the Titan IV-Bl launch vehicle, the European Space Agency which built the Cassini orbiter and the Italian Space Agency which contributed the Huygens lander.

The Stark Surface of Titan

Along the way and after the landing, the orbiter supplied a vast amount of data about the outer planets, their satellites and the space environment

January 15, 1916 – The first aircraft is launched from a submarine. In order to increase the range of their aircraft over England, the Germans devised a plan to carry a seaplane by submarine to just off the English coast for take-off.

To test the concept, Kapitänleutnant Walter Forstmann sailed from Zeebruge Harbor in *"Seiner Majestät" U-12* with a Friedrichshafen

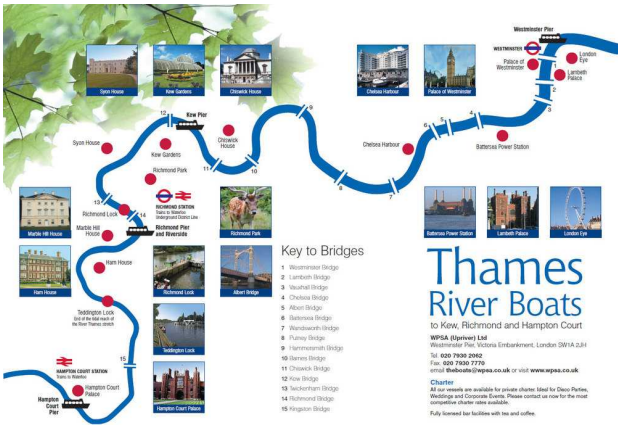
FF.29 lashed to the deck. Thirty miles out, Forstmann flooded the forward tanks and the aircraft floated free. Oberleutnant zur See Friedrich von Arnauld de la Perière Arnauld took off and made an undetected reconnaissance of the English coast before returning to Zeebrugge.

The FF.29 Aboard the U-12

January 16, 1979 – Commander Christopher Draper, DSC Croix de guerre, a WWI Ace, better known as the "Mad Major" Goes West.

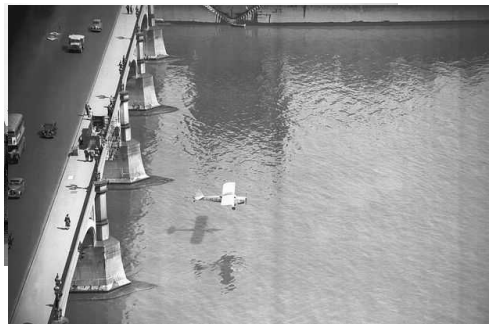
The prudent Draper checks out his Auster before a flight.

But in 1951, he "went west" in a more unique way, flying from Westminster to Kew flying under 15 of the 18 bridges along the way in an Auster J1N Autocrat



Waterloo: 48ft 10in **Charing Cross:** 43ft 7in *attempt aborted

Westminster: 38ft 5in (11.7m) **Lambeth:** 41ft 4in **Vauxhall:** 39ft



Approaching and passing under Westminster Bridge with Big Ben and the House of Parliament in the background. *(Credits: Daily Mirror)*

Victoria Rail: 39ft 4in **Chelsea:** 41ft 4in **Albert:** 36ft 9in

Battersea: 37ft 5in **Battersea Railway:** 39ft **Wandsworth:** 37ft 9in

Fulham Railway: 40ft 8in *attempt aborted **Putney:** 35ft 9in

Hammersmith: 29ft 6in **Barnes Railway:** 35ft 1in **Chiswick:** 38ft 8in

Kew Railway: 34ft 9in *attempt aborted **Kew:** 34ft 2in

This flight trumped his 1931 escapade in a de Havilland Puss Moth when he flew between the two spans of Tower Bridge, looped them and went on to pass under Westminster Bridge.

January 17, 1936 – The United States Army Air Corps orders 13 Y1B-17 Flying Fortresses, the Boeing Model 299.

In 1924, the Army Air Corps (AAC) sought a replacement for the Martin B-10 and discussed a proposal for the development of a multi-engine bomber which could carry a payload of 2,000 pounds for a thousand miles. In 1935, three aircraft companies had answered the call: Boeing Aviation Company, the Glen L. Martin Aircraft Company, and the Douglas Aircraft Company.

Martin B-10B

Martin's Model 147 was not accepted but saw service with several Europe nations as the Baltimore.The bomber advocates at the Air Corps Tactical School preferred the Boeing design which was clearly a superior aircraft. However, the Army ground generals saw the role of the AAC as a supporter of ground forces and looked askance at the concept of strategic bombardment.

A parsimonious Congress authorized the Douglas design which came in at half the price of Boeing's entry. And the frosting was licked off the cake when the sole Boeing prototype crashed so the Douglas B-18 Bolo was adopted.

Douglas B-18

But a canny Maj General Frank Andrews, commander of the newly General Headquarters Air Force took advantage of fuzzy lines of authority and a semi-independent status in the Army Air Corps to invoke a little known section in the Air Corps Charter. The regulation allowed Andrews to end-run the Chief of Staff of the Army and Congress permitting the acquisition of aircraft outside of the normal procurement procedures.

And so the AAC obtained 13 of the improved Model 299 aircraft designated as the Y1B-17 which stands for "prototype, specially procured, bomber mark 17. The major change from the Model 299 was the use of four Wright Cyclone radials in place of the Pratt & Whitney Hornet radials.

A Y1B-17 in flight

The aircraft were placed into immediate use to showcase the new capabilities of the Air Corps. Col. Robert Olds, father of the colorful fighter pilot Robin Olds. He led a "goodwill" flight to South America to show the strategic outreach of the big bomber. And most spectacularly, the Italian liner, *S.S. Rex* was intercepted 620 nautical miles east of Sandy Hook, N.J. demonstrating the aircraft's potential for the coastal defense role, a demonstration which threatened the missions of the US Navy and the Army's Coast Artillery.

(Photo Credit: Major George W. Goddard, U.S. Army Air Corps)

During WWII, the B-17 became one of the three principal aircraft which waged the strategic air war against Germany. The Combined Bomber Offensive agreed upon by Churchill and Roosevelt at the 1943 Casablanca Conference used the B-14, B-24 Liberator and Avro Lancaster to carry on day and night bombings with the goal of attaining air superiority by the destruction of the Luftwaffe fighter force and production facilities, crushing the morale of the German people by area bombing of the cities, and demolishing the petrochemical plants and other bottleneck targets as transportation hubs.

PAX RIVER ANSWERS

The United States Naval Test Pilot School provides instruction to experienced U.S. and foreign military aviators, flight test engineers and naval flight officers in the processes and techniques of aircraft and systems testing and evaluation..

It is a rigorous 11 month curriculum involving 120 flight hours, 530 hours of academics and 25 written reports.

The aircraft are utilized in a wide range of pedagogical exercises which the students have to plan, fly, evaluate and finally, prepare technical reports. They can be expected to assess technical and flight characteristics which might include stability and control, slow flight, weapons releases, systems integration and suitability for navy missions.

The aircraft from top to bottom and left to the C-26A, F/A-18G, Lear 25B, C-12C, NU-1B, T-38C, UH-72A, T-6B, X-26A, OH-58C and U-6A.

The Fairchild C-26A Metroliner Airborne Systems Training and Research Support, 3rd Generation (ASTARS III).

The McDonnell-Douglas F/A-18F Super Hornet over Trapnell Field

Lear 25B VSS (variable stability system

Beechcraft C-12C Huron

de Havilland of Canada's U-6A Beaver and NU-1B Otter

Northrop T-38 Talon

Eurocopter UH-72A Lakota

Beechcraft T-6B Texan II

Schweizer X-26A Frigate

Bell OH-58C Kiowa
(Photo Credits: NAVCAD.NAVAIR