

*Missions for America
Semper vigilans!*



Semper volans!

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09 MAY-TRCS Meeting Commander's Call
13-14 May-Westfield Air Show
16 MAY-TRCS Meeting
17 MAY-LISP Briefing
23 MAY-TRCS Meeting-Eaker Ceremony
27 MAY-CTWG Rifle Training #3
30 MAY-TRCS Meeting
06 JUN-TRCS Meeting-Staff
29 JUL-06 Aug-CTWG Encampment
19 AUG-Connecticut Aviation Day-GON
15-17 SEP-CTWG Conference
27 SEP-Scarecrow Festival-Preston

CADET MEETING

02 May, 2023

submitted by

C/SSgt Lucas Dellacono, Cadet PAO Officer

No Report Submitted

SENIOR MEETING

02 May, 2023

The monthly staff meeting was held. Officers reported on the status of their respective responsibilities.

FEATURE ARTICLE

*Connecticut Residents in the Lafayette
Flying Corps*

The name of Major Gervais Raoul Lufbery is remembered by many from the Nutmeg State as a World War I Ace. He is claimed by Wallingford and they have dedicated a park to him. However, his connection with Connecticut is tenuous. He only lived in the state of two years, having been born in France of a French mother and American father. His father left Raoul and his two brothers in the care of their French maternal relatives, emigrated to the United States and eventually settled in Wallingford.



Raoul, raised in France, left at the age of 19 and

wandered the world, North Africa, Turkey, the Balkans and Germany before heading for the United States to visit his father. When he arrived in Wallingford, he found that his father had returned to Europe. For the next two years he lived with his Wallingford family and worked in a silver-plating factory.

Eventually, after more travel adventures, he joined the French Army, flew with the Lafayette Escadrille and the U.S. Army Air Service, achieved the status of Ace and met his end flying with the 94th Aero Pursuit Squadron while engaging a German observation aircraft. But at least two other Connecticut Yankees fought and died in the French Air Service, Schuyler Lee of New London and Paul Pavelka of Madison.

Schuyler Lee lived at 27 Broad Street. His father, Dr. J. Beveridge Lee was a Presbyterian minister and rector of the 2nd Congregational Church. Schuyler was attending the prestigious Phillips Andover Academy but left three weeks before the United States declared war to enter the Andover Field Service, a volunteer ambulance corps.



Six months later, 19 years old, he entered the E'cole Militaire D'aviation in Tours. On August 22, 1917, after a scant six weeks of flight raining, Schuyler made corporal, was assigned to the Lafayette Escadrille and breveted a lieutenant. Breveting was generally a promotion of a higher rank without precedence and an increase in pay!

His first combat occurred on February 3rd. Reassigned to the French Aviation Service and ultimately achieved Ace status, claiming five victories. But on April 12th, he was shot down and killed. A French squadron mate wrote to the Reverend Lee say that "A perfect gentleman and model soldier, your son had won the affection and

the sympathy of every one here. I can't tell you enough how much all here, officers and men, feel the loss of such a perfectly gallant comrade." Lee was one of the 31 members of the Lafayette Flying Corps who earned Croix de Guerre with palm.

Paul Pavelka, Jr. came from a background far different than that of Schuyler Lee. He was the son of Hungarian immigrants who landed in New York and moved to Madison, Connecticut where they acquired a small farm. His mother died under mysterious circumstances, falling on a pitch fork, after which his father married a local woman with whom Paul did not get along so still a teenager, he left.



Heading west, he worked as a cowboy, becoming an expert horseman, cook, and nurse, acquiring skills which would prove useful later on. He went to sea, was shipwrecked, joined the Navy and served as a seaman aboard the *U.S.S. Maryland*.

When World War I broke out, Paul joined the French Foreign Legion and joined the infantry in the trenches. It was there that he met fellow Americans, Paul and Kiffin Rockwell. He provided emergency medical care to Kiffin when he was shot in the leg. He himself was then bayoneted and Paul Rockwell was severely wounded. All three ended up in hospital and upon recovery, Pavelka followed Kiffin and Paul Rockwell into the Lafayette Escadrille.

After service on the Western Front, Pavelka volunteered to serve in a little known campaign in Macedonia sometimes called the Salonika Front. It

was a belated effort to assist Serbia which had come under attack by the combined forces of Germany, Austro-Hungary and Bulgaria.

Exactly a year to the day before the Armistice, Pavelka was back to being a cowboy. A old comrade from the Foreign Legion, now a British cavalry officer so Paul volunteered to assist in breaking in a new draft of horses. His mount failed to throw him so it reared, fell to the ground and rolled over Paul inflicting fatal crushing injuries. Pavelka died the next day.

The citation for Pavelka's French Croix de Guerre with Palm was personally signed and awarded by General Maurice Sarrail, Commander of the Army of the Orient, and mentioned how "he has given every proof of eagerness to fight and devotion; has had numerous combats, frequently with his machine riddled with bullets."

Both Schuyler Lee and Paul Pavelka and the 66 other Americans who died while serving with the Lafayette Flying Corps are commemorated at The Lafayette Escadrille Memorial, Marnes-La-Coquette near Paris. Recovered remains rest in tombs and unrecovered remains each have a cenotaphs bearing the the name and the date on which pilot Went West.



USAF Fly-Over Honoring the Escadrille Dead.

AEROSPACE CHRONOLOGY FOR THE WEEK

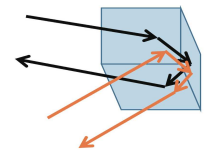
May 3, 1948 – Howard C. Lilly Goes West. Lilly is the first NACA Engineering Test Pilot to die while on duty, and the first pilot who had flown at supersonic speed to be killed.



Dryden Flight Research Center E95-43116-8
Test pilots Eugene May (L) and Howard Lilly (R) at Muroc with the second Douglas D-558-1 Skystreak.

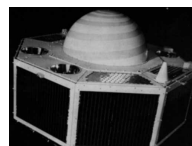
A compressor disintegration occurs while Lilly is taking off in the #2 Douglas D-558-1 Skystreak and cuts the flight control cabling,

May 4, 1976 – Launch of LAGEOS 1, the Laser Geodynamics Satellites. These satellites are specially outfitted with corner cube reflectors. A corner cube reflector will reflect a beam of light back to its source so satellites designed to be tracked with lasers are so equipped.



LAGEOS 1 and an illustration of the special properties of the corner cube.

(Editor's Note: Back in 1965, the Editor was part of a team that developed what is arguably the first successful satellite laser tracker. Explorer 29, International Designator 65089-01, was a gravity gradient stabilized spacecraft which carried 322 laser reflectors, 640 watt xenon strobe lights, transponders and doppler beacons.



Explorer 29, the Geodetic Earth Orbiting Satellite.

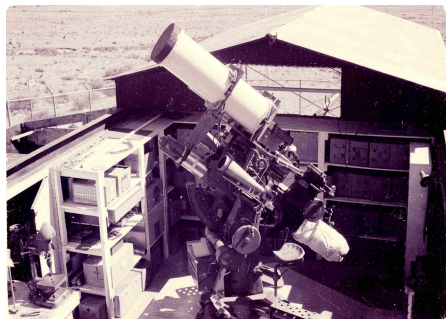
Goals were to locate stations on earth to within 10 meters and study continental drift and near space physical constants. The method was to take simultaneous observations from three widely spaced ground stations using the Baker-Nunn camera, a 20 in F/1 aperture system and a prototype laser system which used a ruby-rod laser charged by a collection of ash-can sized capacitors capable of firing one shot every thirty seconds.

Timing was accomplished with a crystal controlled clock readable to one millionth of a second but only capable of accurate timing to the 10,000th of a second.

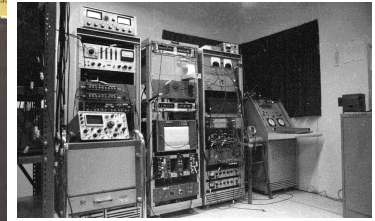


The Baker-Nunn Camera

The laser and sighting telescope were mounted on a surplus navy gun mount topped by the station vacuum cleaner which provided cooling air to the laser. A surplus 60 inch anti-aircraft searchlight, the carbon rods replaced with photo-multiplier tubes served as the receiver.



Laser and Receiver



Clock and Laser Control Station. Note the five decimal point readout. The millionth second is read from the oscilloscope.

As the GOES satellite passed over, it sent a series of five strobe flashes which were photographed from the three stations. The middle flash established the time which was recorded on the film. The laser fired and the time for the signal to reach the satellite and return was recorded, allowing the distance to be calculated.

The film from the three Baker-Nunn cameras would be developed and compared with the background star to determine angular distances and triangulation was used to establish relative positions of each station on the surface of the earth.

May 5, 1948 – McDonnell's FH Phantom enters service with VF-17 aboard the *USS Saipan*. The clean looking Phantom is McDonnell's entry into the navy fighter plane market. It is a conventional 1940 fighter plane design except equipped with two Westinghouse turbojets which developed 3,200 lb of thrust between them. Only 62 were produced and they found a useful role as ab initio trainers for the operational jets to follow.



VF-17 Phantom conducting trials on board the USS Saipan.

late start turned to advantage as better engines

In the two years between January 1945 and November 1947, so strong was the Navy's desire to enter the jet age that they had four different contractors conduct first flight of five different aircraft. These were simpler times although the technology of the turbojet was a sophisticated piece of work, the decades long development of the multi-system contemporary aircraft was far in the future.

The first to fly was the Phantom in January of 1945. North American's FJ Fury and the Vought F6U Pirate followed in the next year. The Fury and the Pirate (manufactured in Stratford) were purchased in small lots of about 30 each and saw limited service in development tests and training.



The chunky FJ Fury before its long metamorphose into the elegant Sabre.



The sole surviving Pirate sitting on the edge of a parking lot by the stands used to view the Blue Angels, NAS Pensacola.

However, the Fury caught the eye of the Air Force and eventually, after much modification, morphed into what would become the XP-86 Sabrejet!

Finally, in 1947, McDonnell reentered the lists with their F2H Banshee and Grumman produced the F9F Panther. McDonnell had learned from their experience with the Banshee and Grumman's

became available.



F9F-2 at the now closed Leatherneck Aviation Museum, MCAS Miramar.

The Canadian Navy purchased 39 second-hand Banshees and flew them off *HMCS Bonaventure*.



F2H-3 at Ottawa's Canada Aviation Museum.

The Banshee replaced the underpowered Phantom and the Navy bought 895 of them. The Grumman turned out almost 1,400 Panthers and the two aircraft were the principal Navy carrier aircraft during the Korean War.

May 6, 1941 – First flight of the Republic XP-47B Thunderbolt with Lowry P. Brabham at the controls.



An XP-47B model under study in a NACA wind tunnel.

The original prototype Thunderbolt, the XP-47A was equipped with an air-cooled Allison in-line engine but did not meet new requirements issued by the government so Alexander Kartveli

redesigned the aircraft and the razor-back Thunderbolt equipped with a radial P&W Double Wasp engine, self-sealing fuel tanks and eight .50 caliber machine guns set the standard for a production run of over 15,000 aircraft.



P-47D at the New England Air Museum

May 7, 1917

Major Edward Mannock, RFC, claims his first kill, an observation balloon. He scored his last victory, number 61, on July 26, 1918. The circumstances of his death are unclear but was probably hit by ground fire that same day and crashed behind enemy lines. He was awarded the Victoria Cross posthumously.

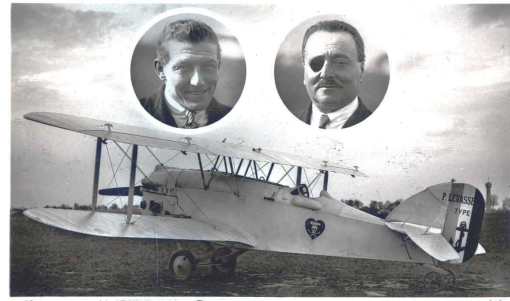


Mannock and Ball in Royal Aircraft Factory S.E.5Bs



Albert Ball, RFC, Goes West following a dogfight in which Lothar von Richthofen, the Red Baron's younger brother was involved. Richthofen also crashed but survived. At the time of his death, Ball had been flying for two years and accumulated 44 victories. He was posthumously promoted to captain and awarded the Victoria Cross.

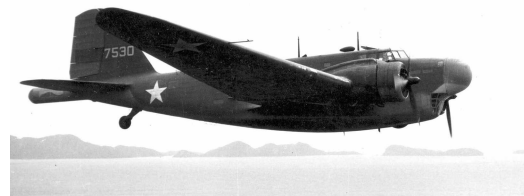
May 8-9, 1927 – Charles Nungesser and François Coli attempt to fly from Paris to New York in a Lavasseur PL-8 name *L'Oiseau Blanc*, (*The White Bird*.)



NUNGESSER ET COLI - Les Héros du raid "Paris-New-York" et l'aéronaut P. Lavasseur, moteur Lorraine-Dietrich

They never arrived and no trace of them is ever found. There is weak evidence that they made it as far as Maine and their disappearance remains one of those enduring mysteries of aviation history.

May 9, 1942 – General George C. Marshall, US Army CoS, proposes the creation of the Army Air Forces Antisubmarine Command. The Civil Air Patrol had been active since March operating out of 21 coastal patrol bases and the AAF had been utilizing around 122 obsolescent Douglas B-18A Bolos, a bomber version of the DC-2 as a stop-gap measure but the over-all anti-submarine effort lacked coordination among CAP, the AAF and the Navy.



B-18B equipped with radar in the nose and magnetic anomaly detection equipment in the tail.

In November, after the Army and the Navy argued over command responsibilities, the AAF activated two wings. The struggle over doctrine and responsibilities continued until June of 1943 when a deal was struck and the AAF turned over 77 of its maritime patrol B-24D Liberators to the Navy in exchange for a similar number of B-24s to be taken from Navy production.

General Arnold's letter of 9 May to Admiral King made the following suggestion:

To meet the present situation, I propose to recommend the establishment of a Coastal Command, within the Army Air Corps which will have for its purpose operations similar to the Coastal Command, RAF, operating when necessary under the control of the proper Naval authority.

The Navy Liberators were fit with surface radar, depth charges and bomb sights suitable for use at low altitude and crewed by specialists in ship identification and over-water navigation. The AAF Liberators released from the Navy order would head for Europe and the strategic bombardment role.



A modified B-24D The retracted antenna for the radar is visible aft of the open bomb bay doors in place of the ventral gun turret.

Editor's Comment

The Battle of the Atlantic was the longest and most critical campaign of the Second World War. Britain is an island nation, dependent upon the ocean trade routes for the import and export of goods: food, fuel, raw materials, and manufactured products. The cutting of these trade routes would be economically and militarily disastrous. When the war started, the *Kriegsmarine* was quantitatively inferior to the Royal Navy but her surface ships and submarine force had the potential to inflict fatal damage to British trade.

Winston Churchill once wrote that, "... the only thing that ever really frightened me during the war was the U-boat peril."

Britain imported 60% of its food, 20 million tons/year. To prevent starvation, losses in shipped food had be kept under 20 million tons/year and it was a near run thing.

It was not as if the British Empire did were not cognizant of the problem. The devastation wrought by Imperial Germany's World War I submarine campaign should have been a wake-up call. As early as 1911, Rudyard Kipling sounded the alert in his poem, *Big Steams*, a portion which follows:

"Oh, where are you going to, all you Big Steamers,

With England's own coal, up and down the salt seas? "

"We are going to fetch you your bread and your butter,

Your beef, pork, and mutton, eggs, apples, and cheese."

"And where will you fetch it from, all you Big Steamers,

And where shall I write you when you are away? "

"We fetch it from Melbourne, Quebec, and Vancouver.

Address us at Hobart, Hong Kong, and Bombay."

"But if anything happened to all you Big Steamers, And suppose you were wrecked up and down the salt sea?"

"Why, you'd have no coffee or bacon for breakfast, And you'd have no muffins or toast for your tea."

...

"Then what can I do for you, all you Big Steamers, Oh, what can I do for your comfort and good?"

"Send out your big warships to watch your big waters,

That no one may stop us from bringing you food."

For the bread that you eat and the biscuits you nibble,

The sweets that you suck and the joints that you carve,

They are brought to you daily by All Us Big Steamers

And if any one hinders our coming you'll starve!"

So consider the present day and the importance of the "freedom of navigation" which over which nations still cross sword. The international shipping industry is responsible for the carriage of around 90% of world trade. Think about it!