

*Missions for America  
Semper vigilans!*



*Semper volans!*

Publication of the Thames River Composite  
Squadron  
Connecticut Wing, Civil Air Patrol  
<http://ct075.org>  
300 Tower Rd., Groton, CT

Issue 17.16

09 May, 2023

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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**

*09 May, 2023*

The cadets took part in a character development lesson on focus. The importance of focus was discussed as well as how to deal with lethargy, amusements, and diversions while pursuing one's vision and goals.

## **SENIOR MEETING**

*09 May, 2023*

Maj Scott Farley explained the duties of the squadron finance officer and the finance committee which are conducted in accord with CAP regulations.

Maj Neilson discussed the psychological attitudes which can lead to imprudent and dangerous decisions by air crew members.

As part of the requirements needed to satisfy the requirements for promotion to captain, a staff duty analysis, Cadet 1<sup>st</sup> Lt Fago presented a budget for the upcoming NCO Academy.

## **ACHIEVEMENTS**

*Five TRCS Riflemen Earn Marksmanship Honors*

The Quaker Hill Junior Rod and Gun Club Rifle Club held its annual awards night on Friday, the 6<sup>th</sup> of May. Five member of Thames River Composite Squadron were presented with the awards which they have won over the past year of competition.



*The QHA Team less Munzner*

Distinguished Expert, the highest award in the 17 step Winchester-NRA qualification program were presented to C/Capt Benjamin Kelly and Christopher Munzner and C/1<sup>st</sup> Lt Matthew Fago.

Kelly, who fired as a member of the Quaker Hill Academy High School Team placed fourth in the final league standings and received a trophy. His high level of shooting during the year also earned him a first place trophy in the junior division of the Mohegan Rifle League. Kelly was also selected to be a member of the Connecticut All-State Rifle Team.

Fago, QHA Team Captain and Munzner, who earned the Coach's Award both were honored with plaques for their contribution to team spirit and unity.

C/2dLt Stephen Buchko was presented with his Marksmanship Bar 9 medal.

C/CMSgt Nicholas Buchko received a plaque for a 1<sup>st</sup> place finish in Class C in the Swanson Match and his Marksmanship Bar 6 medal.

The 60 shooters and family members attending celebrated with a pot-luck dinner.

### **OUTREACH**

*submitted by  
2d Lt JoAnne Richards*

On May 6<sup>th</sup> 2023 the Groton Squadron participated in the Norwich Bully Busters 21<sup>th</sup> Anniversary of hosting World Youth Day celebration at 248 Broadway Norwich CT.



In attendance were Cadets Balfour, Knets, and Grogan and Seniors Thornell, Richards, Schmidt and Knets.

CT State Senator Cathy Osten and Representative Kevin Ryan visited the Squadron's outreach booth.

### **FEATURE ARTICLE OF THE WEEK**

#### *NATO Reporting Names*

NATO reporting names are a system of code names used to designate various weapons systems used by Soviet and post-Soviet states, former Warsaw Pact members, China and other political entities that use such equipment. Readers are most familiar with those applied to aircraft but the system is used for most weaponry which is or has been in Soviet-based inventories.

The North Atlantic Treaty Organization favors the code because it provides short one and two-syllable names easily pronounceable and recognizable to "Western ears" than the name applied in the language of the producer. This helps clarify communications if under stressful operational conditions.

Single-syllable names denote a piston or prop-driven aircraft, and two-syllable names indicate reaction jets.

Here are some examples of the NATO code system.



*Fritz, Lavochkin La-9 and Flogger MiG-23*

Fritz, last produced in 1948 remained in service with the the People's Liberation Army Air Force until 1959. Almost 200 Flogger still flies today with nine different air forces.



*Bear, Tupolev, Tu-95 and Blackjack, Tupolev Tu-160. (Credits: Ministry of Defense and Vitaly V. Kuzmin)*

A Bear, here escorted by an RAF Typhoon is the fastest turboprop aircraft ever built. Blackjack is the largest and heaviest Mach 2+ supersonic military aircraft ever built. Both aircraft were also once operated by the Ukrainian Air Force.



*Cab, the Soviet Lisinov Li-2 licensed built copy of the Douglas DC-3 and Crusty, the Tupolev Tu-134.*

The Soviet Central Aerohydrodynamic Institute (TsAGI) purchased the license to build an aircraft based on the DC-3 for \$207,500 This entitled them to blueprints, technical support, and manufacturing guidance from Douglas. Just under 5,000 were produced between 1940 and 1954. *The Coastwatcher* could find no reference to royalty fees.

Boris Pavelovich Lisunov directed the project after spending two years at the Douglas factory between 1936 and 1939 preparing the design for Soviet production methods, ancillary equipment and special purposes and about 5,000 were ultimately produced.

As of 2022, only three were still flying. Two in the livery of Air Koryo, the North Korean State Airline and one for a Hungarian air show company.

Helicopter names are a bit of an anomaly. The one-syllable/two syllable system is not used.



*Hound, Mil Mi-4 and Hind, Mil Mi-24 (Credit: József Sívegy)*

The Hound carries the colors of the East German Air Force and is powered by a single piston engine. Produced in great numbers, it is more or less equivalent to the U.S. Sikorsky H-19 Chickasaw. The pictured Hungarian Mi-24 bears the beautifully painted image of a hind, the female of the red deer.

Miscellaneous aircraft bear the prefix letter “M”



*Mail, the Beriev Be-12 Chaika (Seagull) (Credit: Leonid Faerberg) and Mangrove, Yakolev Yak-27RN, photo-reconnaissance aircraft, a version of the Flashlight, Yak-27 bomber.*

There are a few oddities. The Czech Aero Vodochody L-29 Delfin (Dolphin) is code named Maya but the follow-up aircraft L-39 Albatros (Albatross) has never been assigned a NATO code.

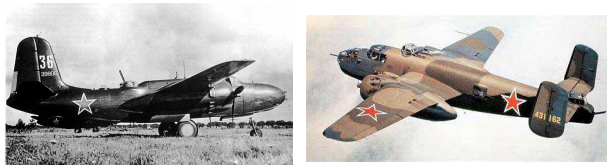


*The Delfin on the left is marked as an aircraft assigned to the East German Air Force Officer's School. The L-39ZA on the right is visiting Groton.*

During what the Soviets called the Great Patriotic War, the United States lend-lease program sent



14,000 aircraft to Russia. Many of these stayed in service and acquired NATO codes.



*Douglas A-20 Havoc coded Box and North American B-25 Mitchell coded Bank.*



*Fred, the Bell King Cobra and Mop, the Consolidated PBV Catalina*

The Soviets received 2,908 Havocs, 862 Mitchells, and 2,400 King Cobras. About 150 PBVs were delivered as well as 138 PBN Nomads, an improved Catalina constructed by the Naval Aircraft Factory. In addition, they received a license to produce their domestic version which they designated the GST.

The Catalinas stayed in service with the Soviet Navy until the mid-1950s and were gradually replaced with Beriev Be-6 code named Madge

After WWII ended, a few Havocs were used in utility roles but the Northern Fleet continued to use them as torpedo bombers until 1954.

B-25s were still flying until the Bull, the Tupolev Tu-4, a reverse engineered B-29 was introduced in 1949.

The King Cobras were involved in a curious incident during the Korean Police Action. On October 8, 1950, a pair of Lockheed F-80C crossed the Soviet border and attacked Sukhaya Rechka Airfield near Vladivostok. They made two strafing runs and destroyed one Fred, damaging 6 or 12 others (sources vary on the claims).

The Soviets filed a protest with the United Nations and President Truman accepted blame stating that the attack was the “result of a navigational error and poor calculations.”

The two pilots, Alton Quanbeck and Allen Diefendorf faced a military tribunal, but got off lightly. They were reassigned but their careers did not suffer.

Diefendorf would command a squadron of F-4 Phantoms in Vietnam. Quanbeck remained with the Air Force for several more years, and then joined the Central Intelligence Agency.

## AEROSPACE CHRONOLOGY FOR THE WEEK

May 10, 1943– First Consolidated XB-32 Dominator crashes on take-off at Lindbergh Field, San Diego, probably from flap failure. Consolidated's senior test pilot Richard A. McMakin is killed.



*This was one of only two twin-finned B-32s. All subsequent Dominators had a single tail.*

The Dominator was developed in parallel with the B-29 as a back-up but its development was delayed and the B-29 was accepted as the new strategic bomber. Only 118 were produced. The Emperor announced the surrender on August 15<sup>th</sup>, 1945 but sporadic fighting still occurred. On the 18<sup>th</sup>, four Dominators were engaged in a photographic mission over Tokyo when they were attacked by 17 Japanese fighters. A photographer, SSgt Anthony Marchione, was mortally wounded and became the last serviceman to die in air combat in the war

May 11, 1970 – Col. William Howard Stovall Goes West.



*Lt. Stovall in 1918*  
(Credit: U.S. Army)

Stovall was a World War I Ace with six victories. In World War II, he became Deputy Chief of Staff for the US DC/S for the US strategic Air Forces Europe under General Carl Spaatz.

*Dean Jagger turns the toby out signifying a next day mission of the 918<sup>th</sup>.*



Stovall was the inspiration for the character Col. Harvey Stovall, the adjutant of the 918<sup>th</sup> Bomb Group in the film 12 O'Clock High. Dean Jagger played Stovall and won the Academy Award for Best Supporting Actor.

May 12, 1926 – The semi-rigid airship Norge became the first aircraft to fly over the North Pole. Expedition leader Roald Amundsen earned the distinction of being the first man to visit both poles, having reached the South Pole on December 14<sup>th</sup>, 1911. The expedition was financed by Lincoln Ellsworth and the Aero Club of Norway.



The flight was Amundsen and Ellsworth's second attempt to reach the North Pole. In May of 1925, they set out in two Dornier Wal flying boats accompanied by four other companions. One of the Dorniers had to make a forced landing on the pack ice and the second ship landed to render assistance. The first aircraft could not be salvaged so they established camp and spent 28 days using primitive tools to fashion a suitable runway so they could take-off!



*Marooned Aviators Prepare an Ice Runway*

Ellsworth would later earn distinction for his four expeditions to Antarctica between 1933 and 1939. His aircraft was a Northrop 2B Gamma named *Polar Star* and now in the Smithsonian NASM.



The Polar Star was the only 2B produced. It went to Antarctica on three occasions. On the first trip, Bernt Balchen piloting, a 30 minute trial flight was conducted. But that evening, the aircraft was damaged by the movements of the pack ice and had to be returned to Northrop for repairs.

A connecting rod broke and could not be repaired or replaced so the Polar Star was shipped to Magellanes, Chile for repairs.

The third trip was bedeviled by bad weather and logged only 12 hours in three months.

The last expedition has success of a sort. Ellsworth and pilot Herbert Hollick-Kenyon set out to fly across the continent. They departed on the 23<sup>rd</sup> of November, 1935 from Dundee Island in the Weddell Sea and headed south for Little America, a campsite abandoned by Richard Byrd several years earlier. The transcontinental trek required four landings.

A blizzard struck while at their third camp and it took a day and snow drifts filled the aircraft with snow. They took a day using a teacup to scoop out the plane.

On December 5<sup>th</sup>, after traveling 2,400 miles, fuel exhaustion forced them down 25 miles short of Little America. It took them six days to walk there. On January 15, 1936, the British Research Society ship RV Discovery II found them.

Hollick-Kenyon returned to recover the aircraft and Ellsworth donated it to the Smithsonian Institution.

May 13, 1911 – Lieutenants Thomas DeWitt Milling and Hap. Arnold become first Army pilots to graduate from the Wright School at Simms Station, Ohio better known as Huffman Field.



*Milling, 2<sup>nd</sup> from left plays cards in a Huffman Prairie hangar with three fellow students, Clifford Turpin, Oscar Brindley and John Rodgers. A Wright Model B is in the background. On the right is a dapper Hap Arnold at the controls of a Model B. (Credits: Charles Wald Collection)*

May 14, 1941 – Grumman designer and test pilot Bob Hall bails out of the prototype XP-50, when the supercharger explodes. The aircraft crashed

into Smithtown Bay north for the Republic Plant at Farmingdale.

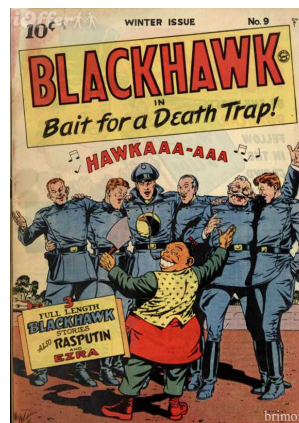


Hall was a talented aircraft designer and pilot. He was Chief Engineer for the Granville Brothers held the same post at Grumman as well as Lead Test Pilot.



During the war he helped design and made the first flights in the F4F Wildcat, the F6F Hellcat, the F7f Tigercat and the F8F Bearcat. As Grumman Vice President, he played a significant role in the designs of the Panther, Cougar, Jaguar, Tiger and Gulfstream I.

Old timers will remember that the XP-50 was the first aircraft used by the Blackhawk Squadron comic strip first published by Quality Comics around 1941.



*Warning The stereotypical portrayal of the international members of the Blackhawk Squadron will trigger you if you are "woke"*



May 15, 1935 – Major E. E. Aldrin, Sr., sets an amphibian speed record of 159.78 mph flying a Douglas Dolphin powered by two P&W Wasps.



*RD-4, the sole survivor was purchased by Boeing 1934. It is now displayed in USCG colors at Pensacola.*

One was obtained by the U.S. Navy as a transport for President Roosevelt, the first aircraft specifically dedicated for the use of the President but was never used for that purpose. William Boeing, President of Boeing owned one!

Aldrin is the father of Buzz Aldrin, second man to step foot on the moon. He, like his son, held a doctorate from M.I.T.



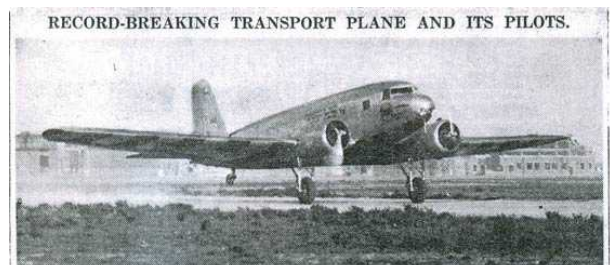
*Aldrin, Sr., at McCook Field in 1919 (Credit: National Air and Space Museum)*

Aldrin played a critical role in the career of Jimmy Doolittle. The Army had six vacancies open for officers to attend the Massachusetts Institute of Technology and earn a master's degree in aeronautical engineering. Unfortunately, matriculation required an undergraduate degree. Doolittle had not completed his senior year at the University of California because of his enlistment in the Army.

Aldrin and a fellow flying at McCook Field recognized Doolittle's manifest talents and on their own initiative, contacted the school authorities and convinced them to grant Doolittle credit for the senior year based upon military classes, experiences and work at McCook as a test pilot. Doolittle entered MIT and within a remarkable two years earned both an master's and doctorate in aeronautical engineering!

May 16, 1935 – D. W. Tomlinson, and J. S. Bartels set 14 speed records of airplanes flying a Douglas DC-1 out of Floyd Bennett Field.

Only one DC-1 was built. It passed through many hands ending up in Spain in the Republican Air Force during the Spanish Civil War. At the conclusion of the war, it served with Iberia, the Spanish national flag carrier until damaged beyond repair during a forced landing in Malaga.



The take-off at the Floyd Bennett Airport yesterday morning of the huge Douglas monoplane which, with its load, weighed 24,845 pounds.



D. W. Tomlinson, the pilot (right), and Joseph Bartles, co-pilot.



The triangular course of the flight.

#### Log of Record Flight.

The log of the record-breaking Tomlinson-Bartles flight was recorded over the radio telephone as follows by R. E. Whitmer, TWA radio engineer:

6:58:31 A. M.—Left Floyd Bennett Airport.  
 7:27:20 A. M.—Crossed starting line at 10,000 feet.  
 8:52:43 A. M.—Passed Bolling Field (Washington).  
 9:37:00 A. M.—Turned around Wiloughby Spit, Va.  
 10:31:00 A. M.—Advised will pass over Floyd Bennett Field 11:10 A. M.  
 11:00:11 A. M.—Passed over Floyd Bennett Field (first lap).

12:26:00 P. M.—Passed Bolling Field.  
 1:09:45 P. M.—Passed Wiloughby Spit.  
 2:43:05 P. M.—Passed Floyd Bennett Field (second lap).  
 3:33:40 P. M.—Passed Bolling Field.  
 4:44:00 P. M.—Passed Wiloughby Spit.  
 6:18:37 P. M.—Passed Floyd Bennett Field (third lap).  
 7:32:01 P. M.—Passed Bolling Field.  
 8:22:07 P. M.—Passed Wiloughby Spit.  
 9:07:31 P. M.—Passed Floyd Bennett Field (fourth lap).

(Credit: New York Times)