

*Missions for America
Semper vigilans!*



Semper volans!

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17 MAY-LISP Briefing
23 MAY-TRCS Meeting-Eaker Ceremony
27 MAY-CTWG Rifle Training #3
29 May-Niantic Memorial Day Parade
30 MAY-TRCS Meeting
04 JUL-Groton Independence Day Parade
13-16 July-North Stonington Fair
29 JUL-06 Aug-CTWG Encampment
19 AUG-Connecticut Aviation Day-GON
09 SEP-Touch-A-Truck-East Lyme
15-17 SEP-CTWG Conference
27 SEP-Scarecrow Festival-Preston

CADET MEETING

09 May, 2023

submitted by

C/SSgt Lucas Dellacono, Cadet PAO Officer

C/1stLt. Fago delivered a safety brief on cold weather injuries. The briefing included dangers such as hypothermia, frostbite, non-freezing injuries, chilblains, and trench foot. He discussed ways to avoid these dangers.

Capt. Schmidt went over the Cadet Wingman Course. This included an activity called, "Stick in the Middle." Cadets were partnered up and had to both hold onto a stick while one partner is blindfolded. The other partner must guide the blind partner to safety without hitting any object in the room. This activity showcased trust and leadership. To end the Wingman Course, cadets watched a scene of Batman and the story of the Pardo Push, which both demonstrated, integrity, volunteer service, excellence and respect.

SENIOR MEETING

Capt Sprecaze moderated a short meeting. Air crews were reminded about the LISP briefing on Wednesday evening.

MISSIONS

Proficiency Flight

Wednesday, May 10

Maj Farley, Mission Pilot, and David Kania, Commander, Meriden Squadron, Mission Observer conducted a CAP proficiency flight, Profile #4 which requires the planning and flight of at least three navigational legs and includes five different types of take off and landings (e.g., short field, soft field, simulated forced take-off/landings, etc.). The overall objective is to support continued pilot/aircrew proficiency and maintain familiarity

with airfields in the area of operation for any given Wing.

After the mission Farley and Kania were able to visit the Groton Control Tower on the field at Groton. They were welcomed by Tower Manager, Mr. Chet Moore who is always willing to allow visits and explain the air traffic control services available.

FEATURE ARTICLE

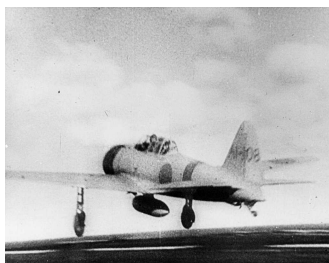
Allied Reporting Names for Japanese Aircraft

During World War II, a somewhat analogous system was used by the Allies to designate Japanese aircraft. Initially, fighters were given boy's names and all other aircraft were assigned girl's names. Later, the system was refined and training aircraft were named after trees, transports were given girl's names beginning with the letter "T" and bird names were applied to gliders.

Zero, Zeke, Rufe and Hamp

The system was originated by Capt. Frank T. McCoy who was assigned to the Allied Technical Air Intelligence Unit in Australia. A Nashville native, he used some "hillbilly" names so Zeke was the appellation given to the Mitsubishi A6M. The Mitsubishi A6M, "Zeke."

"Zero" was in Japanese, Navy Type 0 carrier fighter (零式艦上戦闘機, rei-shiki-kanjō-sentōki), or the Mitsubishi A6M *Reisen*. Its pilots called it the *Reisen* (零戦, zero fighter). The "Zero" is from the designation *Reisen* since it entered service in the Imperial year 2600 (Gregorian Year 1940)



A6M2 departs IJN Akagi bound for Pearl Harbor.
(USN History and Heritage Command)

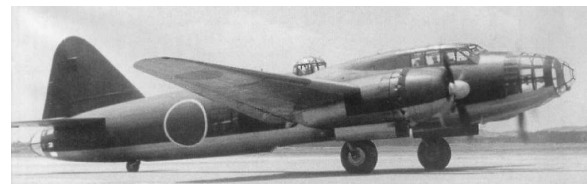
Interestingly, two variants of the Zero received different names later. The Nakajima A6M2-N, Navy Type 2 Interceptor/Fighter-Bomber floatplane version was named Rufe and the A6M3-32 version was called Hap until Hap Arnold objected and it was renamed Hamp.

A6M2-N Rufe



Betty

Similarly, the Mitsubishi Navy Type 1 attack bomber (一式陸上攻撃機, 一式陸攻, Ichishiki rikujō kōgeki ki, Isshikirikukō) was referred to by Japanese pilots as "*Hamaki*," translating as "leaf roll" or "cigar," a reference to the cylindrical shape of the fuselage. On a morbid note, the Betty also had a tendency to catch fire after it was hit.



Given the problems of translation, even using the transliteration of the Japanese, one can easily see why simple western names were applied to report Japanese Aircraft. Here are a few examples of different classes of Japanese aircraft.

Val



The primary dive bomber of the Imperial Japanese Navy was the Aichi D3A Type 99 Carrier Bomber. Some 1,500 were built and first saw service in China. They comprised 35% of the Pearl Harbor attack and served until the end of the war. The Val was roughly similar to the Junkers Ju-57 Stuka, each carried a 550 lb. Bomb load and three machine, two firing forward and one operated by a gunner aft.

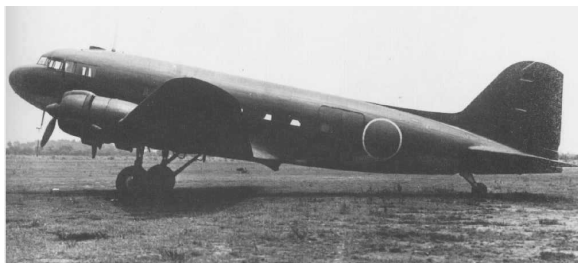
Emily



Arguably one of the finest maritime patrol flying boats of World War II, Emily, the Kawanisi H8K, was comparable to the Short Sunderland series and the Martin PB2Y Coronado., all four engine flying boat which served the Allies. Emily is noted for carrying out the little known second raid on Pearl Harbor, the longest two plane bombing mission carried out to that time.

Tabby

An aircraft of U.S. origin used extensively by the Japanese was the Shōwa L2D and Nakajima L2D, Shōwa Navy Type 0 Transport and Nakajima Navy Type 0 Transport. These were license built versions of the Douglas DC-3 and code-named Tabby.



Earlier, the DC-2 had been built under license. About two dozen DC-3s had been delivered to Japan. Two unassembled kits had been assigned to Showa Aircraft for assembly and they worked in concert with Nakajima to open a production line utilizing Japanese standards of manufacture and the substitution of Japanese parts. By the end of the war, 487 units had been produced and the L2D was the mainstay of the Japanese transport fleet.

Most did not survive the war although one was incorporated into the French Air Force in Vietnam when they returned to Indochina after the Japanese capitulation. A few others were operated by the Collaborationist Nanjing Chinese Army, Republic of China and Japanese commercial airlines.

Asides

Nakajima is now known as Fuji Heavy Industries and those of you who drive Subarus and Nissans own products produced by the former Nakajima Aircraft Company. The Editor had the pleasure of logging some time in an Aero Subaru Fuji FA-200 while flying in Australia.



The Editor also once found a small bunch of derelict Fuji KM-2s stored in a yard in northwestern Connecticut. The KM-2 was a development of the Beech T-34 Mentor which Fuji built under license as a trainer for the Japanese Self-Defense Forces.

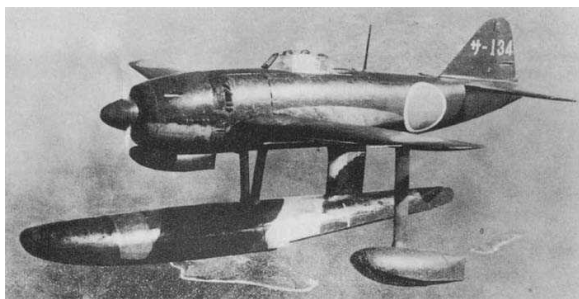


Allied Code names and the Japanese type designations are somewhat dull. However, Japanese culture honors the beauty of language and they named many of their aircraft with poetic and colorful names. Here are three examples:

The Nakajima G5N *Shinzan* (Deep Mountain) code named *Liz* was the attempt by the Japanese to develop a heavy bomber. The aircraft was based upon the Douglas DC-4E, a one-off prototype sponsored by three U.S. airlines which flew in 1938. After the American airlines rejected the design because of its performance and expensive complications, Japan Airlines Company purchased it and turned it over to Nakajima which dismantled it and studied its engineering. After suitable modifications, six were built and proved disappointing and only used as transports.



One of Japan's finest fighters was the Kawanishi N1K-J *Shiden* (Violet Lightning) code named *George*. Its floatplane version was the N1K1 *Kyōfū* (*Mighty Wind*), code named *Rex*.



Another excellent fighter, the Nakajima Ki-84 *Hyayate* (Gale) was assigned the code name *George*. It was comparable to the best of the Allied fighters, boasted two 30 mm and two 20 mm cannons and was capable of intercepting the high flying B-29s.



AEROSPACE CHRONOLOGY FOR THE WEEK

May 17, 1950 – Lockheed test pilot Tony LeVier reached Mach 1.12 during high speed dive tests of the XF-90.



Somewhat underpowered, the aircraft competed with the McDonnell XF-88 for the USAF long range penetration fighter contract but lost. But the Air Force re-evaluated its needs of the mission and the XF-88 contract was also cancelled.

May 18, 1948 – Aquila Airways is founded. Aquila was unusual in that its entire fleet was composed of flying boats. It started operations during the Berlin Airlift and flew 265 missions carrying bulk freight, particularly salt and coal.

Passenger carriage commenced with scheduled flights to Portugal and charter operations to a variety of holiday destinations around Europe using a variety of Short flying boats: Sandringhams, Solents and Sunderlands. In 1956, during the Suez Crisis, Aquila evacuated the civilian members of the Suez Canal Company from the Great Bitter Lake to Southampton Waters via Grand Harbor, Malta.



*Aquila's City of Funchal, a Solent 4.
(RuthAS)*

But the curtain was falling on the flying boat. World War II had not only built a plethora of runways all over the world but the advanced technology of the piston engine airliners such as the Douglas Commercial and Lockheed Connie series proved superior economically. In July of 1958, Aquila ceased operations. Tasman Empire Airways Limited (TEAL) serviced the specialized routes around New Zealand, Australia and the archipelagos to the north-east of the big islands. But around 1960, the last of the flying boats flying international routes were retired.

May 19, 1978 – McDonnell-Douglas delivers its 5,000th F-4 Phantom II.



Mr. Mac and #5,000.

This is twenty years after first flight. In 1981, the last of 5,195 variants left the production line. Greece, Turkey, South Korea and Iran still operate Phantoms.

May 20, 1946 – A USAAF Beech C-45F Expeditor departed Lake Charles AAF in Louisiana on a navigation training flight to Newark AAF in New Jersey. Foggy conditions prevailed in the New York area. LaGuardia was reporting a 500 foot ceiling.



Around 8 p.m., the aircraft crashed into the 58th floor of the at 40 Wall St., Manhattan. All four crewmen were killed but there were no other casualties. The building is now controlled financially by Donald Trump and branded, The Trump Building.



May 21, 1878 – Glenn Hammond Curtiss was born in Hammondsport, New York. The principal rival of the Wright Brothers, Curtiss was responsible for many advances in technology and design and is considered the father of naval aviation.



*A motorbike built for two.
Glenn and wife Lena Pearl.*

May 22, 1982 – The first aircraft carrier to be built in Spain is launched at Ferrol.



Flogger photo is actually a MiG-29 Fulcrum. Our proof reader has been sent for a short term of re-education to the Lubyanka were he will be given the same cell once occupied by Andrei Tupolev who passed through there when purged by Stalin,

Stidsen also points out that the first mount of the Blackhawks was not the Grumman XP-50 but rather the Grumman XF5F-1. The XF5F was a taildragger and had the stub nose. The XP-50 featured the long nose and the tricycle landing gear.

May 23, 1943 – A Fairey Swordfish from HMS Archer sinks the German submarine U-752 using air-to-surface rockets. This is the first time aerial rockets sank a submarine.



Ordnance ratings loading a Swordfish with rockets.



The is new-fangled weapon was launched by an open cockpit biplane, first flown in 1934 and affectionately known as the “Stringbag.” It was not retired until 1945.

ERRATA

Lt. Carl Stidsen strikes. He notes that two aircraft in the article on code names for Soviet aircraft are incorrect. The Lavochkin LA-9 Fritz photo is actually of a Polikarpov I-16, and the "MiG-23

The XP-50 was developed from the XF5F along the path that ultimately led to the F7F.

By the time I was old enough to read *Blackhawk Comics*, they were flying the Lockheed XF-90, which I always considered a snazzy machine. Only two were built. One was tested to destruction by NACA in Cleveland and the other survived two nuclear detonations at Frenchman Flats in Nevada. It is now at the Museum of the USAF undergoing some restoration.