

*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
C/2dLt Stephen Buchko, Cadet AEO
C/SSgt Lucas Dellacono, Cadet PAO
C/SrA Adam Balfour, Cadet Ass't. PAO
Capt Edward Miller, Features
Maj Scott Farley, Roving Correspondent
Shawn Terry, Automated Sciences, IT Guru*

20 JUN-TRCS Meeting
24 JUN-Airman Into Academy
04 JUL-Groton Independence Day Parade
13-16 JUL-North Stonington Fair
14 JUL-Military App. Night-Dodd Stadium
29 JUL-06 Aug-CTWG Encampment
19 AUG-Connecticut Aviation Day-GON
09 SEP-Touch-A-Truck-East Lyme
15-17 SEP-CTWG Conference
21-24 SEP-Durham Fair Parking Detail
23 SEP-Scarecrow Festival-Preston

CADET MEETINGS

13 June, 2023

No Report

SENIOR MEETING

13 June, 2023

Maj Keith Neilson conducted a workshop in which participating officers evaluated their hazardous attitudes based upon a set of scenarios. The attitudes were invincibility, machismo, anti-authoritarianism, impulsivity and resignation. A round-table discussion was conducted in which participants discussed their attitudes and exchanged experiences.

MISSIONS, PROJECTS, ACTIVITIES

Flag Day at the Elks

Sunday, 11 June

Submitted by

2dLt Stephen Buchko

On Sunday, 11 June 2023, the Thames River Composite Squadron Color Guard participated in the Flag Day Ceremony conducted by the Groton Lodge of Elks. A beautiful balmy breeze accompanied Cadets Fago, S. Buchko, N. Buchko, Danner, Isenburg, and Tupas as they presented the Colors while the history of the American Flag was recited. Music provided by the Nutmeg Fife and Drum Corps added to the festivities. The Flag Day Address was given by Commander Bradley Boyd, Executive Officer, Naval Submarine Base New London. Following the ceremony, the Elks hosted a reception for all in attendance.



*Cadet Danner gives last
minute instructions to Cadet
Tupas. (Credit: Capt Thornell)*

Other participants included C/1stLt Fago, Color Guard Commander C/MSgt Nicholas Buchko, C/SSgt Isenburg, C/MSgt Danner from Danielson and C/Amn S. Tupas who is visiting TRCS from the Arizona Wing. Capts Schmidt and Thornell chaperoned the event.

Private Pilot Guided Study Course

Capt Schmidt ran the first session of the TRCS prep program for those interested in studying to take the FAA test for a private pilot rating. Anyone interested in participating is invited to contact Capt Schmidt. The program is run on a discord server every Thursday from 1930 to 2130 and follows the study units in Gleim's FAA Private Pilot Knowledge Test Prep Book. The cost is free.

Long Island Sound Patrol

Thames River flew four LISP missions on the weekend of 10-11 June.

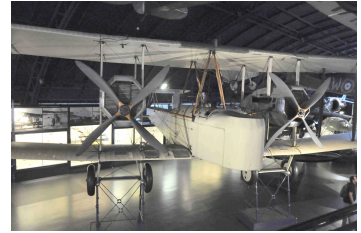
Capt Spreace and Schmidt flew both patrols on Saturday. The first mission carried USCG representative Anthony Kostek. An unmanned kayak was reported adrift and the aircraft flew to the reported site but nothing was found.

The first mission on Sunday was flown by Maj Farley and Capt Otrin.

Majs Noniewicz and Neilson flew the afternoon mission and used a maritime chart to gain familiarity with the buoys and geographic references around the sound.

AEROSPACE CHRONOLOGY FOR THE WEEK

June 14, June 14, 1919 – Capt John Alcock and Lt Arthur Whitten Brown depart Newfoundland for a 16 hour flight to Ireland, the first successful non-stop crossing of the Atlantic Ocean by a heavier than air vehicle.



Alcock, Brown and the Vimy

They not only copped the *Daily Mail's* £10,000 prize but are knighted. Their aircraft, a Vickers Vimy, is now on display in the British Science Museum, London

June 15, 1945 – First flight of the North American XP-82 Twin Mustang the last American piston-engine fighter. It was designed as a long range escort fighter but saw most of its service life as a night interceptor, replacing the Northrop P-61 Black Widow and serving as an intermittent design until the turbine powered F-89 Scorpion and F-94 Starfire entered service.



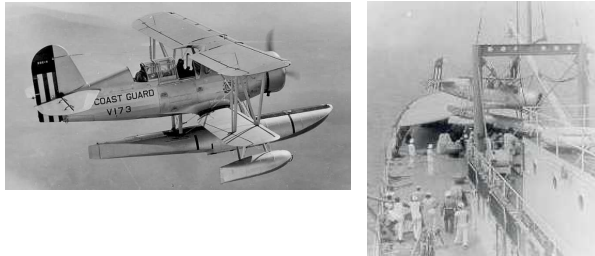
The prototype in flight.

The Twin Mustang saw combat service in Korea and the first three enemy aircraft shot down were attributed to the F-82.



The radar equipped night interceptor Twin Mustang.

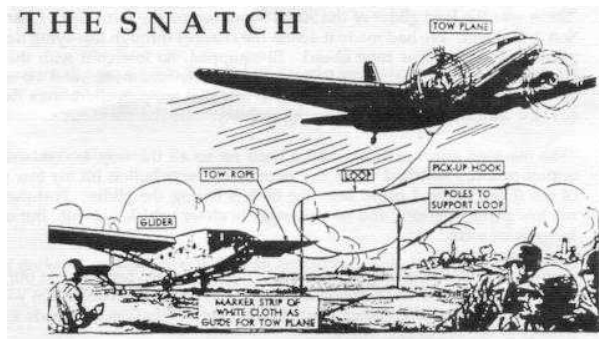
June 16, 1936 – The United States Coast Guard Cutter George W. Campbell (WPG-32) is the first Treasury-class cutter commissioned. The Treasury-class cutters are the first United States Coast Guard ships capable of carrying an airplane, commonly a Grumman J2F Duck, Curtiss SOC-4, or rarely, a Waco J2 W-1 seaplane).



Top Left: Curtiss SOC-4 Seagull in Coast Guard Colors. Top Right: Seagull lifted aboard USCGC Bibb.

(Photo Credits: USCG)

June 17, June 17, 1942 – U. S. Army Air Forces conduct a test at Wright Field in Dayton, Ohio in which they experimented with picking up gliders from the ground using a specially equipped aircraft in flight.



Snatching an object from the ground while airborne was not a new idea. In 1927, the USMC used a DH4 trailing a weighted wire to pick up a dispatch case which was hanging on a wire stretched between two poles.

Just over 800 American and British gliders were used on D-Day at Normandy. The Army Air Force attempted to recover some of them. Most were either wrecked in landing, battle-damaged, or in unfavorable recovery areas. The USAAF managed to recover 13 by snatching them but some 98% were scrapped on site.

The method was used commercially. In 1939, two men with notable ancestors promoted a similar system. Dr. Lytle S. Adams, a direct lineal descendent of Presidents John and John Quincy Adams developed an improved system and worked with Richard C. DuPont, a scion of the “chemical” Duponts to promote the concept.

They signed a contract with the U.S. Postal Service to operate two routes: Philadelphia to Pittsburg and Pittsburgh to Gallipolis, Ohio and back to Pittsburgh. They used a Stinson SR-10C Reliant to pick up mail at small towns along the routes which had no regular postal service.



All America Aviation SR-10C on Pick-Up Run



An AAA Beech 18 snatching the mail.

(Credit: Gary Ell Collection)

Adams founded All America Aviation to hold the patents and service the routes. The Duponts were the financial backers.

When they added passenger service, the name was changed to All America Airways. Eventually, growth, buy-outs and mergers led to the formation of Allegheny Airlines (1951), USAir (1979), US Airways (1996) and a final 2013 merger with American Airlines and the phasing out of the prior brand names.

June 18, June 18-20, 1937 – A Soviet Tupolev ANT-25 made a trans-polar flight and broke a world record covering 7,712 miles in 75 hours, 2 minutes. The flight originated in Moscow and terminated at Pearson Field, Vancouver, Washington. The crew consisted of pilot Valery Chkalov, co-pilot G.F. Baidukov, and navigator A.V. Belyakov.

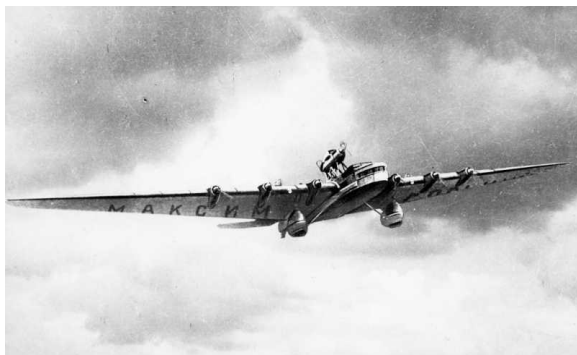


ANT-25 at Pearson Field

Alexander Belyakov, Valery Chkalov, and Georgiy Baidukov



Lindbergh's New York to Paris flight created an aviation mania with the public which continued into the depression years. The Soviet Union, in the grip of the ruthless Joseph Stalin, fostered technology, especially aviation, as a hallmark of socialist progress. Disastrous agricultural policies meant that Stalin could not give the masses bread but he could give them aerial circuses. High aircraft such as the ANT-20, *Maxim Gorky*, and long distance flights fulfilled this function. The aviation achievements not only were a sop to the proletariat but also a notice of Soviet strength.



The eight engine ANT-20 displays the unusual tractor-pusher arrangement on a pylon atop the fuselage.

The *Maxim Gorky* was one such example. At its time, it was the largest aircraft in the world and functioned as a flying propaganda machine. It carried a printing press capable of turning out 10,000 illustrated news handout per hour. These would be distributed upon landing.

While on the ground, a portable movie screen was erected and films glorifying Soviet labor and production would be shown using a projector built into the aircraft. An on-board audio system allowed in-flight broadcasts audible over about four square miles. A small fleet of smaller aircraft were used to distribute propaganda to cities and villages not worthy of the attention of the *Maxim Gorky*.



In this Gustav Klutssis poster, a fictional fleet of ANT-20s soars over the joyous Soviet masses and a military formation as Joseph Stalin and one of his minions wave.

The text reads “Long live our happy socialist motherland! Long live our beloved, the great Stalin!” The first four aircraft bear the names of Vladimir Lenin, Joseph Stalin, Maxim Gorky, and Mikhail Kalinin

(Photo Credit: Courtesy of Simanaitis Says.)

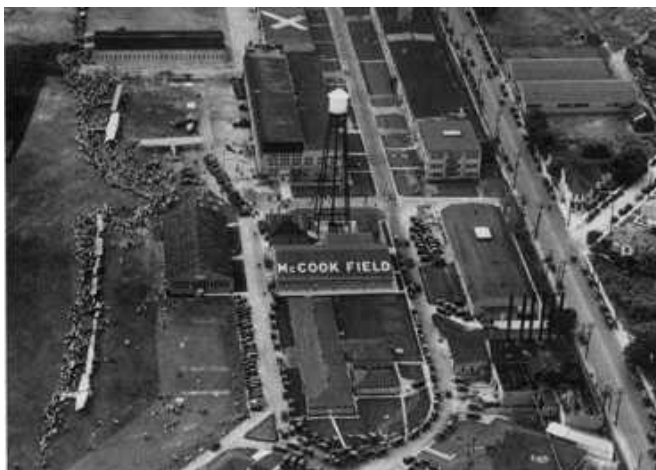
But the *Maxim Gorky* was not destined to deliver the news, fake or otherwise. On the 18th of May, 1935, the *Maxim Gorky* and three fighters joined together for a demonstration flight over Moscow. One of the fighters performed two loops around the *Maxim Gorky* but collided on the third. One follow-up, the ANT-20bis was built and served as a transport during the Great Patriotic War until it crashed in 1942.

June 19, 1918 – Test pilot Lt. Frank Stuart Patterson, son and nephew of the co-founders of National Cash Register goes West. He is testing a machine gun synchronizing mechanism installed in a DH.4M when the aircraft structure fails.

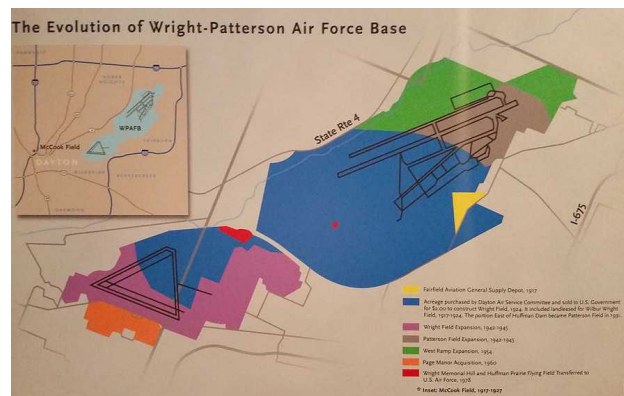
National Cash Register was the first company to produce a mechanical and electrically powered cash register, developed revolutionary business practices, dominated the market, and were a major contributor to Dayton, Ohio employment and civic activities.



The Patterson family raised funds and purchased a 4,500 acre tract of land northeast of Dayton. The land was located adjacent to the Huffman Prairie Field and Wilbur Wright Field used by the Wright Corporation for training, flight tests and aircraft development. During World War I, the Aviation Section of the U.S. Signal Corps established McCook Field as a base for aircraft development and testing.



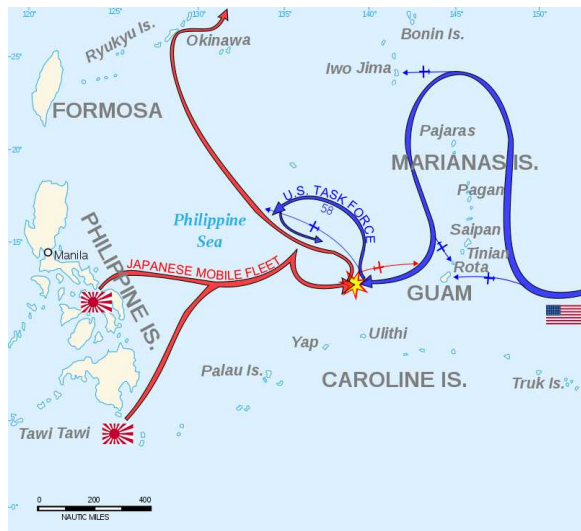
In 1924, the Pattersons donated the land to the United States for development of an aviation development center. The Fairfield Aviation General Supply Depot was also located on the site. McCook was closed in 1927. In 1931, the name was changed to Patterson Field and in 1948 the various components were merged and named Wright-Patterson Air Force Base.



(Credit: U.S. National Park Service)

June 20-21, 1944 – The two day Battle of the Philippine Sea is the largest aircraft carrier battle in history and put the final nails into the coffin of the once mighty Imperial Japanese Navy aircraft carrier force. The United States Navy pitted 15 aircraft carriers carrying 891 aircraft supplemented by 65 cruiser and battleship scout planes against nine IJN carriers, battleships and cruisers capable of launching 473 aircraft but also had the support of some 500 aircraft based on Guam.

The battle was staged west of Guam, an area of the Pacific which even today assumes strategic importance in the military and political jousting between the United States and the Peoples Republic of China. In 1944, the U.S. capture of Saipan and Tinian would put the USAAF B-29 force within range of Japan. Japan saw the campaign as a last chance to engage the U.S. Navy in a fleet action, a tactic which had failed at Midway.



On the first day, the United States launched air attacks on Japanese bases in the Marianas. By this time in the war, attrition, lack of resources and a weak pilot training program have severely weakened what was once the formidable Japanese carrier force. They had incurred a huge loss of many of their skilled pilots, the Zero fighter was now being matched by the Grumman F6F Hellcat and U.S. Navy and Marine pilots were better trained and had gained important combat experience.

The IJN loses about 315 aircraft, about 2/3rd of their total strength compared or U.S. losses of 29 planes. The engagement became known as the “Great Marianas Turkey Shoot.” In addition, the submarines *USS Albacore* (SS-218) and *USS Cavalla* (SS-244) sink the fleet carriers IJN *Taiyō*, the Japanese flagship and the *IJN Shōkaku*.

On the second day of the Battle of the Philippine Sea, Adm. Mitscher, commander of Task Force 58 launches a long range raid at sunset. It is extremely risky since the Japanese are retreating, lengthening the flight distance and the aircraft will have to return at night. It became known as the “Mission Beyond Darkness.”

The carrier *IJN Hiyō* is sunk and two other carriers, *IJN Zuikaku* and *IJN Chiyoda* are damaged. However, the United States loses around 100 aircraft, 80 of which are forced to make emergency landings or ditch short of their home

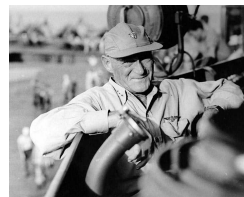
carriers due to fuel exhaustion.

In an incredibly risky and bold move, Admiral Jocko Clark, Commander of the *USS Hornet*, backed by task force commander Admiral Marc Mitscher, lighted up Task Force 58, turning on running lights, shooting star shells and shining searchlights to give the pilots a fighting chance to get home. The tactic worked and 75% of the crews survived, either managing a deck landing or successful ditching and were picked up by search and rescue ships within a day.



In this Robert Taylor painting, “Mission Beyond Darkness,” the *USS Anthony* moves in to pick up Lt. Ralph Yussi and his gunner, James Curry who are climbing out of their ditched SB2C Helldiver.

The Japanese were never again able to assemble a carrier force for offensive operations and switched to the use of land based aircraft and kamikaze tactics for the rest of the war.



Task Force 58 Commander
 Marc Mitscher,
 Commander of the
 Japanese Combined Fleet
 Jisaburō Ozawa and
 Captain of the *USS Hornet*,
 Jocko Clark

