

*Missions for America  
Semper vigilans!*



*Semper volans!*

Publication of the Thames River Composite  
Squadron  
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11 July, 2023

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13-16 JUL-North Stonington Fair  
14 JUL-Military App. Night-Dodd Stadium  
18 JUL-TRCS Meeting  
25 JUL-TRCS Meeting  
29 JUL-05 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 MEETING

*11 July, 2023*

Capt Schmidt ran a character development session and explained the Wings Program.

Capt Thornell taught a short lesson explaining the prisoners "tap code" and the "Pig-Pen Cipher," sometimes known as the Masonic or "Tic-Tac-Toe Cipher.

## SENIOR MEETING

*11 July, 2023*

Officers who hold squadron staff positions reported on the current status of their functional responsibilities. Captain Otrin outlined upcoming missions and Captain Kopycienski detailed the ongoing maintenance projects.

Captain Kopycienski also reported that all senior members of Thames River have completed Advanced Communications User Training.

## PROMOTIONS

C/1stLt Roan Schaffer received credit for completing Achievement 11, a necessary step for promotion to cadet captain.



Cadet Selma Grogan was promoted to Cadet Airman First Class.



Cadet Cameron Watkins was promoted to Cadet Senior Airman.



*Former CTWG Cadet Appointed to Key Positions at NAS Pax River*

Col Larry Trick, MDWG, writes that former CTWG CAP cadet, Glenn Rioux, from the 399<sup>th</sup> Composite Squadron then under Squadron Commander Col Lloyd Sturges is now dual-hatted; Military Director for Systems Engineering at Naval Air Systems Command and Military Director for Naval Air Warfare Center Aircraft Division at NAS Patuxent River, Maryland.



Rioux's naval career began as an electronic technician. He was commissioned and earned bachelor and master degrees in computer science and software engineering. He graduated from the Navy Test Pilot School and has held a wide range of positions with the fleet and on shore.

### AEROSPACE CHRONOLOGY

July 12, 1957 – Dwight D. Eisenhower became the first president to fly in a helicopter. President Eisenhower becomes the first U. S. president to fly in a helicopter when he is flown from the White House to an unnamed military post in a USAF Bell UH-13 J Sioux. It was selected because of a long-term safety record and a \$40,000 price.



Army Major Joseph E. Barrett piloted the aircraft and James Rowley, Chief of the White House Secret Service Detail sat with Ike in the rear. A second UH-13 flew in trail with Army Maj. Gen. Howard, Snyder, the personal physician of the President and a second Secret Service Agent. The destination was Camp David. Six other helicopters followed with key staff personnel and the press pool.

July 13, 1977 – Count Carl Gustav Ericsson von Rosen Goes West.

The Count started flying in 1929 and was active as a humanitarian flying relief missions as an occasional mercenary. He presented the Finnish Air Force with their first airplane, and spent a number of years in Ethiopia, flying an aerial ambulance for the Swedish Red Cross. After a stint with the Dutch airline KLM, he joined the Finns in their fight against the Soviets. He tried to join the Royal Air Force but was turned down. His aunt, Carin, was Herman Goering's wife! So his WWII years were spent flying for AB Aerotransport, a Swedish airline.



At the end of WWII, he returned to Ethiopia and was Chief Instructor for Haile Selassie's Imperial Air Force. In 1960, during the Congo Crisis, von Rosen flew for another Swedish outfit, Trainsair, under contract to the United Nations.

When Biafra seceded from Nigeria, the Nigerians established a blockade and over the course of the civil war, several million Biafrans perished. Count von Rosen was involved in an airborne relief effort and also became involved in supplying Biafra a half dozen Malmö Flygindustri "MiniCOIN" aircraft, an armed version of the MFI-9B trainer which were used effectively but were no match for the superior jet fighters and bombers of the Nigerian Air Force.



*Von Rosen in a MiniCOIN*

He returned to Ethiopia in 1974 to fly relief missions during the Ogaden War but was killed when the Somali Army attacked his base. He was buried in Ethiopia with full military honors.

July 14, 1918– Bastille Day-Second Lieutenant Quentin Roosevelt, Teddy Roosevelt's youngest son Goes West when a German fighter shot down his Nieuport 28 near Chamery, France.



*Quentin Roosevelt*

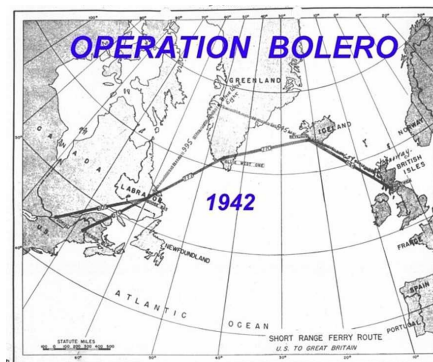
Roosevelt's oldest son, also named Theodore Roosevelt, was a Brigadier General when on D-Day, at the age of 56, he led his troops onto Omaha Beach. Coincidentally, his son, Capt. Quentin Roosevelt II landed on Utah Beach with the first wave. The landing was over a mile from the planned landing point. Roosevelt took charge and marshaled two battalions and continued the assault from their misplaced position saying that "We'll start the war from right here!"



*T.R., Jr. in battledress and carrying a cane*

Roosevelt had medical problems which he kept under wraps, a heart condition and arthritis which required him to use a cane. A month after the landing, he died of a heart attack. In September of 1944, Theodore Roosevelt, Jr. was posthumously awarded the Medal of Honor.

July 15, 1942– Six Lockheed P-38F Lightnings led by two B-17E were inflight from Bluie West 8 on Greenland to Reykjavik, Iceland.



They were part of Operation Bolero, the ferrying of combat aircraft from the United States to Great Britain by air. Bad weather moved in when they approached Iceland and they turned back to Greenland.



But the fields in Greenland were closed down by the weather and running out of fuel, they all belly-landed on the Icecap. Four days later, the crews were all rescued by dogsled and taken to the coast and boarded the *USCGC Northland*. But the airplanes were abandoned. Years passed and snow fell. By the 1990s, they were buried under 250 feet of snow and ice.



*"Iced Lightning"*

In 1992, a salvage crew showed up intent on recovering one or more of the aircraft. Using ground radar they discovered P-38 wreckage two miles from the original landing site, carried downhill by the inexorable gravitational forces which moved the glacier to the sea. (For the mathematically inclined, that is about 0.04 mph!)

The salvagers then used a special tool, the Super Gopher, to reach the wreck. The Super Gopher is basically an ice drill which uses hot water to melt the ice and can bore the rate of 2-4 feet per hour. The shaft was about four feet in diameter and a bilge pump removed the accumulated water. When they reached the wreck, they excavated a cavern about 50 feet wide, disassembled the aircraft and sent it to the surface piece by piece. The job took three months.



*In a cavern, in a Glacier, excavating for a plane.*  
(Credit: Low Sapienza)

Eventually, the aircraft was restored using about 80% of the original parts, generous donations of

equipment and wads of money. *Glacier Girl* is now owned by Rod Lewis and flies in airshows as part of "Lewis Air Legends" collection.



Glacier Girl today.

July 16, July 16, 1968 –Apollo 11 lifts off from Cape Kennedy, Fla., on the first manned mission to the surface of the moon.



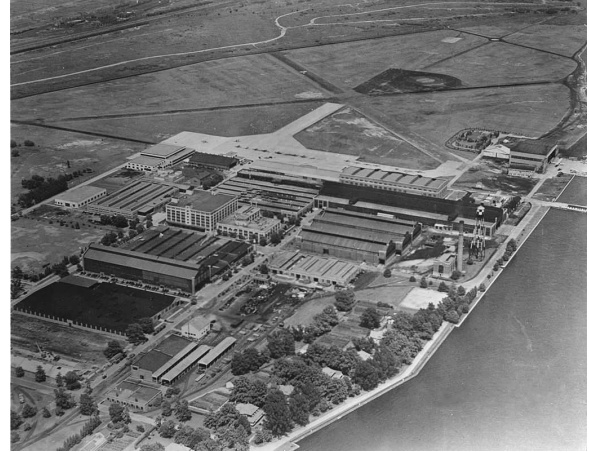
*Lift-off for Apollo 11*  
(Credit: NASA)



The commander, Neil Armstrong, was a naval aviator who flew combat in the Korean War. He obtained a degree in aeronautical engineering from Purdue University, worked as a test pilot for the National Advisory Committee for Aeronautics and became a NASA astronaut in 1962. He flew as

command pilot on Gemini 8.

Edwin “Buzz” Aldrin was Lunar Module Pilot. He was a West Point graduate and received a degree in mechanical engineering. During the Korean War, he flew the F-86 Sabrejet and was credited with two shoot-downs of MiG-15s. He earned a Ph.D. from Massachusetts Institute of Technology in astronautics. In 1983, Aldrin was chosen for the NASA astronaut program. He flew on Gemini 12 and performed three extra-vehicular activities. His next flight assignment was Apollo II.



Michael Collins graduated from the U.S. Military Academy and joined NASA in 1963. Previously he served as a test pilot at Edwards AFB. He flew on Gemini 10 performing orbital rendezvous maneuvers and two spacewalks. When Armstrong and Aldrin landed on the lunar surface, he manned the Command Module for 30 orbits of the moon. After leaving NASA, he was appointed Assistant Secretary of State for Public Affairs and then became the first Director of the National Air and Space Museum. Collins retired from the USAF as a major general. His autobiography, *Carrying the Fire: An Astronaut's Journeys* is arguably the best of all the books written about what it is like being an astronaut.

They produced the metal structure for the dirigible USS Shenandoah and shipped the parts to Lakehurst, N. J. where the airship was erected. A notable produce was the N2N trainer which first flew in 1935 and enjoyed a production run of 997 aircraft. Sometimes mistaken for the Stearman Model 75 (PT-17 Kaydet), it has a similar size, configuration and performance.

July 17, 1917 – The United States Navy approves the construction of the Naval Aircraft Factory (NAF) at League Island Navy Yard in Philadelphia, Pennsylvania. Its purpose was the study and resolve the many issues faced by the Navy in order to acquire aircraft and parts, evaluate aircraft offered by commercial manufacturers and develop new designs during the war emergency.

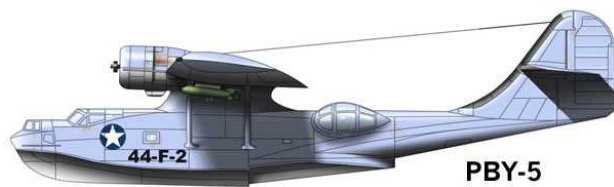


N2N “Yellow Peril”

After the war ended, the NAF found itself in conflict with private industry who viewed the government as an unfair competitor. However, although there was never a satisfactory resolution, the NAF continued as a naval operation and produced a number of aircraft of its own design and continued to evaluate aircraft submitted by private industry.

The NAF also produced an improved version of the Consolidated PBV-5A Catalina, the PBN-1 Nomad. The bow was extended by two feet and given a sharper profile, a larger tail was fitted, the wing was strengthened, the nose turret was retractable and extra fuel tanks installed. The NAF produced 156 Nomads and 138 went to the Soviet Navy.





In a unique lend-lease operation, Project Zebra, 300 Soviet aircrew were trained to operate the Nomads during an 18<sup>th</sup> month period at Elizabeth City Coast Guard Base, North Carolina. This was the only time that there was mass training of Soviet airmen in the United States.

The 18 aircraft that did not go to the Soviet Union were used for training at NAS Whidbey Island and NaF Quonset, Rhode Island.

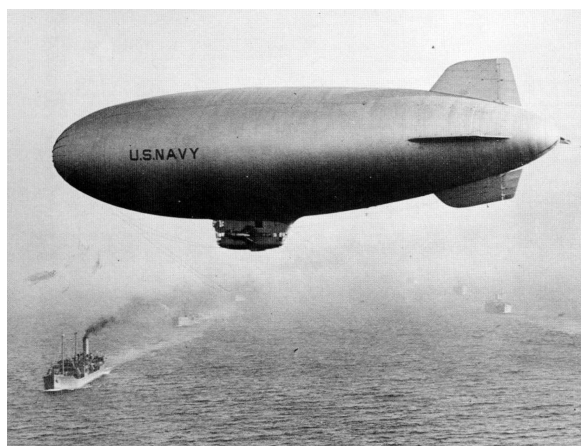
July 18, 1943 – US Navy airship K-74 is shot down by a German submarine, the only blimp lost to enemy fire during World War II.

Blimps were a valuable asset for the anti-U-boat forces. Their endurance and speed made them ideal for convoy escort and their presence was a constant danger to an U-boat attempting a surface attack. Their armament was composed of 4 depth charges and a .50 caliber Browning machine gun and the airship carried a ten man crew.

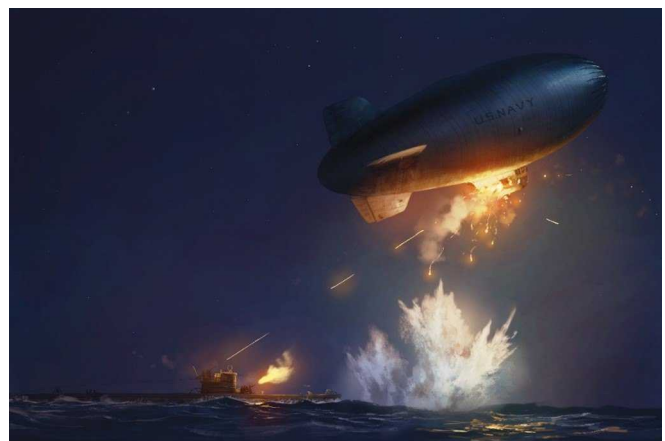
The K-74 was patrolling east of the Florida Straits in the Bahamas when her radar spotted a surfaced U-boat heading towards a tanker and a freighter. Lieutenant Nelson G. Grills decided to engage it in order to protect the merchantmen.

Just after midnight, K-74 opened up with its .50-calibre machine gun at 250 yards as it passed over the U-134. Accounts vary at this point. Either two depth charges were dropped and caused minor damage to the submarine or the depth charges “hung up” and did not drop.

Grills returned for a second attack during which the anti-aircraft defenses, an 88 mm deck gun and two 20 mm anti-aircraft guns mounted on the conning tower knocked out the blimp's starboard engine and punctured the blimp's envelope causing leaks. The loss of an engine and the helium led to a ditching. All crew escaped but one was lost to a shark just before rescue the next morning.



*A K-class blimp escorting a convoy.*



*Starboard engine ablaze and the gas bag punctured, K-74 pitches up.*