

*Missions for America
Semper vigilans!*



Semper volans!

Publication of the Thames River Composite Squadron
Connecticut Wing, Civil Air Patrol
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15 August, 2023

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19 AUG-Connecticut Aviation Day-GON
22 AUG-TRCS Meeting
29 AUG-TRCS Meeting
09 SEP-Touch-A-Truck-East Lyme
15-17 SEP-CTWG Conference
21-24 SEP-Durham Fair Parking Detail
23 SEP-Scarecrow Festival-Preston
04 NOV-Col Palmer Cadet Ball

CADET MEETING

15 August, 2023

A character development seminar was held followed by a promotion ceremony.

PROMOTIONS



Cadet Adam Balfour received his Wright Brothers ribbon and was promoted to C/SSgt.



Cadet Brock Isenburg and Cadet Lucas Dellacono were presented with Eddie Rickenbacker ribbons and promoted to C/TSgt.

Cadet Tiger Bland was awarded the Jimmy Doolittle ribbon and promoted to C/SMSgt.



Cadets Analeise Mazzulli completed Achievement 12, a required step for promotion to C/Maj.

Lt Joanne Richards has qualified for the Technician Rating in the Public Affairs Specialty Track.

SENIOR MEETING

15 August, 2023

Planning for the Groton Airport Open House on Saturday was completed.

C/Capt Analeise Mazzulli delivered a Staff Development Study detailing budgetary requirement for bulk purchases of cadet uniforms.

Maj Farley discussed the manning requirements for our duties at the Durham Fair.

Squadron Commander Pineau updated the Squadron on the status of the wing aircraft.

Ensign Kurt LeVan joined us. LeVan is a deck officer on the *USCG Barque Eagle* and a former CAP cadet from the Oklahoma Wing. Capt Sprecace assisted him in filling out the CAP applications.

MISSIONS

Thames River flew two Long Island Sound Patrols on Sunday. The first sortie was flown by Captain Sprecace and Capt Schimdt. USCG Sector Long Island Sound requested investigation of a report about an overturned jet ski. The tasking was declined because the location was within the Kennedy Class B airspace.

The second sortie was manned by Maj Farley and Capt Otrin.

MAINTENANCE

Faithful groundskeepers Maj Farley and Captain Kopycienski weed wacked the perimeters of out trailers on Wednesday last.

WHERE ARE THEY NOW?

Charlie Johnson

Former member Charlie Johnson, a Navy

Lieutenant, has graduated from the Naval Test Pilot School short course on Unmanned Systems Flight Test. His capstone was suitability testing of the RQ-23A Tigershark for counter-narcotics surveillance.



Johnson, on far left and his team pictured with the RQ-23A.

2023 CTWG ENCAMPMENT

submitted by

Capt Jennifer Thornell & Maj Scott Farley

Sixteen TRCS members participated in the week long Wing Encampment at Camp Nett, Niantic. The Basic Cadet campers were C/Amn Aubrietta Gudbrandsen, C/SrA Anthony Stefanelli and Adam Balfour, C/A1C Cameron Watkins, C/CSSgt Brock Isenburg and C/SSgt Lucas Dellacono.

Cadet Gudbrandsen was selected as honor cadet in her flight.

Cadet Matthew Fago was Encampment Executive Officer and was promoted to Cadet Captain. C/CMSgt Alexander Knets served as Lima Flight Sergeant and Cadet Nicholas Buchko was Alpha Flight Sergeant but transferred to a training slot.

C/Capt Analeise Mazzulli was Echo Flight Commander and Echo Flight was named 2023 Honor Flight.

Senior member Capt. Stephen Deignan-Schmidt participated as Officer in Charge of Communications, Capt Michael Kopycienski

served as a Communications Mentor and Capt. Jennifer Thornell was Administrative OIC.

Maj Scott Farley administered the encampment cadet orientation flight program. In order to minimize interference with other encampment activities and simplify transportation from Camp Nett to Groton-New London Airport, some cadet received their flight before encampment opened.

Twelve Connecticut cadets received their first flight before encampment opened and New York and New Jersey handled flights in their respective states.

During encampment, 13 cadets were flown, two from Connecticut, four from New Jersey and seven from New York.

Capt Paul Noniewicz and Adam Spreace served as pilots and Lt Col Richard Doucette, Maj Farley and Captain Jason Otrin handled the Air Branch duties.

TRCS CADET STAFF DUTY ASSIGNMENTS

The following cadets are assigned to the listed duties for the next six months.

Cadet Command Positions

Commander: C/Capt Aneleise Mazzulli
Deputy Cadet Commander: C/Capt Matthew Fago
Executive Officer: C/2dLt Stephen Buchko
Flight Commander: C/CMSgt Nicholas Buchko
First Sergeant: C/CMSgt Alexander Knets
Flight Sergeant: C/SSgt Lucas Dellacono

Cadet Support Positions

Aerospace Education Officer: C/1stLt Matthew Fago
Communications: C/1stLt Roan Schaffer & C/CMSgt Nicholas Buchko
Leadership Officer: C/Capt Aneleise Mazzulli
Personnel Airman: C/A1C Thelma Grogan
Safety Officer: C/1stLt Roan Schaffer

Cadet Committees

PT Committee: C/CMSgt Alexander Knets (Chair) & C/SSgt Adam Balfour

PUBLIC OUTREACH

*submitted by
Lt Joanne Richards*

Groton Police National Night Out

TRCS set up a display booth and conducted outreach and community education on August 1st at Poquonnock Plains Park,

Support was provided by Cadets Grogan, Kreyszig and Thornell and Senior members Bourque, Thornell and Richards.

The robotic arm was a big hit and youth of all ages participated in operating it to snatch a piece of candy from a bowl.

Attendees were each given a small red white and blue plane kit to assemble and fly. The public's inquires about CAP and its mission were addressed and information about membership was distributed.

North Stonington Fair

On July 13th, 14th and 15th, Thames River Composite Squadron participated in the North Stonington Fair.



Attending Seniors were Maj Borque, Maj Farley, Lt Richards, Lt Schmidt and Lt Thornell. Two Cadets assisted: Kreyszig and Dellacono.

FAA AVIATION CAREER ACADEMY

*Submitted by Stuart Sharack, ACE Camp
Director*

This summer day camp, co-sponsored by the FAA, provided twenty seven 6th-10th graders with hands on and highly engaging explorations of aviation related career options. This is the 10th summer that the camp has been held in Groton.

The ACE Camp was held at a hangar area of the local fixed base operator (FBO), Modern Aviation. Two separate week-long sessions from 9:00-3:00 captivated student interest as they had a great view of all takeoffs and landings. It was a challenge to follow the lesson planning as students would often run to the window, phone camera in hand, to watch the activity. Every day was a surprise. On our final day a U.S. Coast Guard Gulfstream from Washington, D.C. landed right in front of us and we watched the Secret Service and black limos whisk away the passengers. Then, the aircraft commander invited students aboard to view the cockpit, sit in the leather seats, and view the kitchen and bathroom.

The week started with a welcome from the airport manager who brought along the airport fire rescue truck which demonstrated hose spray. Students built balsa/tissue paper or balsa/cardstock models and tested them at a local park. Aviation vocabulary was enhanced as we discussed and demonstrated parts of a plane and the principles of flight followed by a walk through of the hangar for a close up view of an aircraft.

A special addition to our aviation history

explorations was a one-woman theatrical performance depicting Bessie Coleman by Tammy Denease of Hiddenwomen.org. Other guests made presentations including a drone pilot from the Connecticut State Police Aviation Drone Unit, a pilot from the 99's who flew from Massachusetts with her gyroplane, a pilot from Pennsylvania who brought his homebuilt experimental fixed wing plane, and a member of the FAA Aviation Safety Division who informed us of training and testing for users of unmanned aerial systems.



We rented 2 vans to take us to Hartford where we toured Bombardier Flight Services at Bradley and the Army Air Guard Facility.

The second week we visited Survival Systems and the host FBO. All students had the experience to go up in a fixed wing plane thanks to the local flight school, Coastal Air Inc.

Lunches/snacks were provided each day which included a cookout. All students received a t-shirt.

Participants came not only from New London County but from across the state. We had students from Danbury, Fairfield, New Canaan, and Hartford, One parent even came from East Hampton, New York and stayed for the week in a local motel!

This was the 10th summer which we have offered the program and it was a great success based on student and parent comments. As some students said, "I'm coming back next year."

Funding support from the Hartford Section of the American Institute of Aeronautics and Astronautics, Connecticut Space Grant Consortium, the Ninety-Nines, and the Groton Odd Fellows Foundation was instrumental in helping provide an exemplary summer learning experience for youngsters. C/1st Lt Roan Schaeffer from Thames River Composite Squadron assisted in running the day-to-day activities.

The grants were instrumental in attracting African American and female students. Due to the difficulty in attracting these demographics, I used social media assistance by posting a Facebook ad offering possible funding assistance. As a result, I had five female students attend, four of which received some scholarship assistance.



Greenamyer in the cockpit of his Red Baron, an F-104 which he build out of spare parts and scrap.

Conquest I at the Smithsonian.



The speed of 482.46 mph broke the 30 year old record which had been held by Fritz Wendel flying a highly modified Me 109R specially designed to break speed records. Pictures of the prototype 109 and the aircraft modified for speed appear below. The Nazis claimed that the aircraft which broke the record was the prototype for propaganda purposes.

AEROSPACE CHRONOLOGY

Aug. 16, 1969 – Darryl Greenamyer sets a new piston-engine airspeed record in a modified Grumman F8F-2 Bearcat named *Conquest I*.

Conquest I has shortened wings and a small bubble canopy. Engine power was increased using special high octane gasoline and fuel additives. Structural gaps were sealed with putty and a highly finished skin reduced frictional drag.



Left: the prototype Me 109

Right: the highly modified Me 109R



Aug. 17, 1940 – Billy Fiske goes West. Fisk was an American aviator and one of only seven U.S. citizens to fight in the Battle of Britain. He was the first American pilot casualty of World War II.



Fisk at 17, pilot of the U. S. gold medal bobsled team.

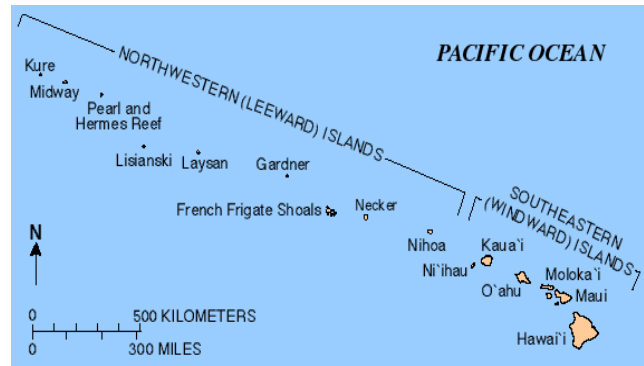


Fisk at 29, RAF Hurricane pilot. Fisk is 5th from left.

Fisk earned gold medals in the 1928 and 1932 Olympics. In 1940, he left his job as a New York banker and joined the RAF Volunteer Reserve. He flew the Hawker Hurricane with 601 Squadron out of Tangmere but on August 16th was wounded, and burned but managed to land at Tangmere. Unfortunately, his injuries were too severe and died 48 hours later.

August 18, 1941 – The U. S. Navy commissions Naval Air Station Midway at Midway Atoll. The atoll consists of two small parcels of land, Sand Island and Eastern Island and the accompanying coral reef. Discovered in 1859, President Theodore Roosevelt, pressing his expansion of his Pacific

policy placed the atoll under Navy control in 1903.



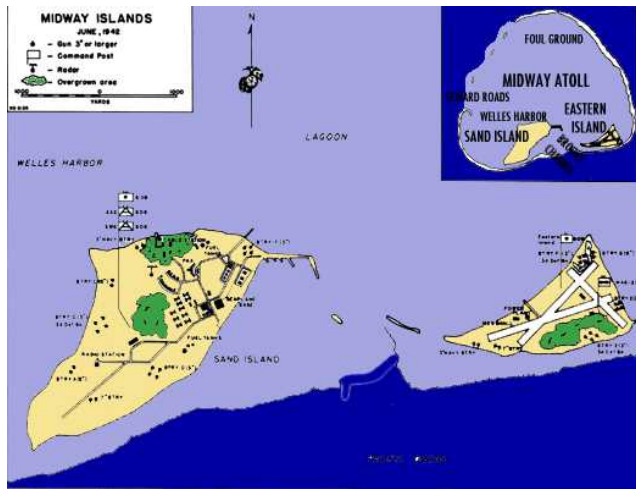
Midway is located at the northwest end of the Hawaiian Island Chain. The islands were formed in sequence, the oldest to the northwest as the Pacific Plate moves over a hot spot, an upwelling plume of magma.

In 1934, Juan Trippe of Pan American Airways, in pursuit of his goal to establish trans-Pacific air service, San Francisco to East Asia and New Zealand, received permission to build flying boat bases at Midway, Wake, Guam and Manila which would support the Clippers on their 4-5 day transits west and east.

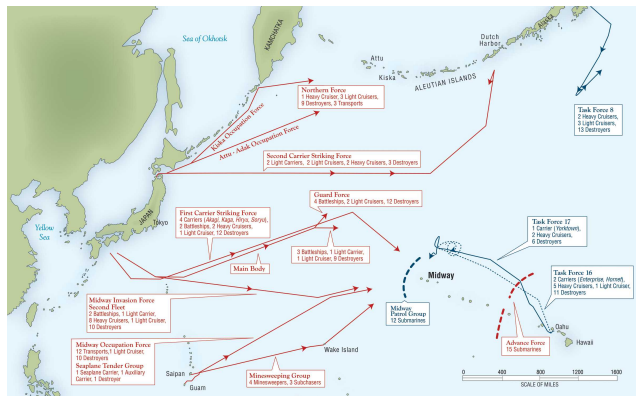


The PanAM Hotel at Midway (Credit: PanAM Foundation)

The U.S. Navy understood the strategic location of Midway, its position withing striking distance of Pearl Harbor, and commenced building up its defenses four months before the Pearl Harbor attack.



Midway was subject to air attack on December 7th and the Navy determined that the island would not suffer the same fate at Wake Island which fell on December 23rd. Aviation resources were rushed to reinforce the army and marine contingents.

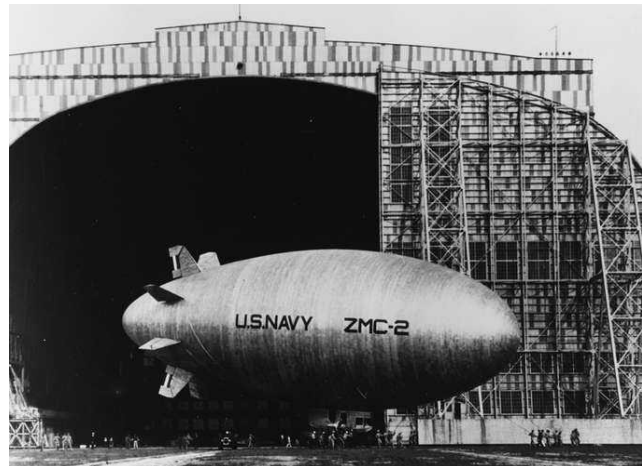


The opposing forces preparing to engage. (Credit: U.S. Naval Institute)

When the Japanese invasion came in the first week of June, 1942, a combination of superior intelligence and a modicum of luck enabled the Navy to sink all four of the Japanese aircraft carriers, the first major defeat of Japan and recognized as the turning point in the war in the Pacific.

August 20, Aug 19, 1929 – First flight of the Navy's ZMC-2, the only successfully operated metal clad dirigible ever built. The unique airship's skin is not fabric as commonly used in most

zeppelins but Alclad, a material consisting of aluminum plies. The skin is supported by a structure consisting of annular rings and longitudinal stiffeners. A unique “sewing machine-like device” installed the 3.5 million rivets which held the skin to the internal structure.

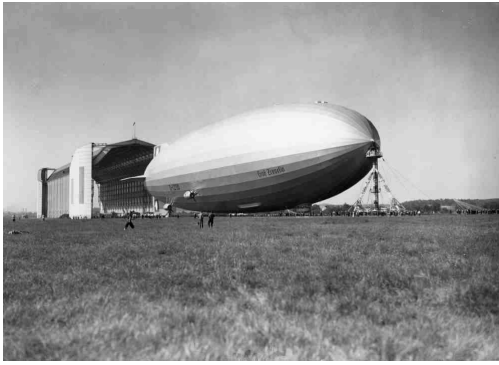


The unusual eight fin arrangement is visible. Four of the fins were equipped with rudders.

The Alclad was resistant to corrosion, a Navy concern because of the salt water environment to which it would be exposed. The metal skin also proved a better barrier to diffusion of the helium gas than fabric.

An experiment, the ZMC-2 logged 752 flights but in the end, the concept was abandoned after the Navy lost three of its four commissioned dirigibles in flight accidents. ZMC-2 was scrapped in 1941 but her cousins, blimps, were successfully used in World War II on convoy protection and anti-submarine duties.

Aug 20, 1939 – The last flight of the Graf Zeppelin II (LZ-130). Designed to replace the highly successful Graf Zeppelin (LZ-127) on its South American routes, the LZ-130 was a near copy of the Hindenburg (LZ-129) but was denied a supply of helium gas by the United States as Germany's aggressive political and military and policies became evident.



Graf II moored in front of its hangar.
(Credit: San Diego Air and Space Museum)

Denied commercial passenger transport on safety grounds, the Nazis utilized the LZ-130 as a propaganda tool and radio calibration experiments. The most notorious of these “experiments” were attempts to gain intelligence about the British Chain Home Radar System. The ship was outfitted with electronics detection equipment and manned by a team of technicians.

At least two spy flights were made but the results were inconclusive. Churchill claimed that the radars were turned off during the flights. German sources claim that either the Graf’s equipment was not tuned to the Chain Home frequencies or that a German radio source interfered with reception depending on whom you might want to believe.

After the outbreak of the war in Europe, the Graf I and the Graf II were scrapped and their metals recycled to support the Nazi war machine.

Aug 21, 1989 – Lyle Shelton flies a modified Grumman F8F Bearcat to a new piston powered speed record of 528.32 mph.



The aircraft was rebuilt from an abandoned wreck. The engine was a souped-up Curtiss Wright R-

3350 off a Douglas Skyraider and produced around 4,000 HP. A prop and cowl was taken from a Douglas DC-7. Friends and commercial part-suppliers added a host of other parts.

August 22, Aug 22, 1952– First flight of the largest all-metal flying boat constructed, the Saunders-Roe Princess. The behemoth featured a pressurized two deck fuselage and ten turboprop engines.



The engine layout was unique. There were three nacelles on each wing. The two inner nacelles each carried a pair of coupled Bristol Proteus 610 engines, each driving a separate counter-rotating propeller. The outer nacelle housed a Bristol Proteus 620. The engines together generated 30,000 HP.

It is interesting to compare the Princess with the larger wooden Hughes H-4 Hercules. The Hercules length exceeded that of the Princess by 100 feet and it was 70 feet longer. It also weighed 60,000 pounds more empty than the Princess but one would expect Hercules to weigh more than any princess.

Alas, Princess was cursed by the demon of economics and the passage of time. The hull faced the unavoidable nightmare of salt water corrosion and ten engines used a lot of fuel and required an battalion of wrench turners to keep them running. Besides, the war had produced a plethora of land-based airports trumping one of the past advantages of flying boats. Finally, the age of the pure jet lent an air of obsolescence to airliners with propellers. Only one Princess was built and accumulated some hundreds of flying hours before being broken-up.