

*Missions for America  
Semper vigilans!  
Semper volans!*



Publication of the Thames River Composite Squadron  
Connecticut Wing, Civil Air Patrol  
300 Tower Rd., Groton, CT.

Issue 17.30

05 September, 2023

*Lt Col Stephen Rocketto Editor  
1<sup>st</sup> Lt David Pineau, Publisher  
Maj Roy Bourque, Paparazzo  
2d Lt Joanne Richards, PAO  
C/2dLt Stephen Buchko, Cadet AEO  
Capt Edward Miller, Features  
Maj Scott Farley, Roving Correspondent  
Shawn Terry, Automated Sciences, IT Guru*

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

### **FRUIT SALE FUNDRAISER COMMENCES**



Information and ordering material were distributed to all cadets and senior members.

### **CADET MEETING**

*05 September, 2023*

Cadet/CMSgt Alexander Knets delivered an address on the importance of and relationship between the roles of a leader and a follower.

The cadets were informed with details about the annual citrus fruit fund raiser and the Commander's Cup rocket contest

### **SENIOR MEETING**

*05 September, 2023*

*Staff Meeting*

Department heads reported on the current status of the activities of which they are responsible.

### **MISSIONS & PROJECTS**

*Long Island Sound Patrol  
Labor Day Weekend*

Thames River flew four Long Island Sound Patrols over the Labor Day Weekend. On Saturday, Capt Spreace and Maj Noniewicz flew the early mission and then changed seats for the late patrol. On Monday, Capt Spreace and Maj Farley sortied first and Maj Farley and Capt Otrin flew the sundown mission.

*Water Survival Re-qualifications*

Majors Neilson, Farley and Noniewicz and Lt Madore have renewed their water survival qualifications. The exercise required a swimming test, boarding a life raft, exiting an aircraft and review of theoretical aspects concerning aircraft ditching.

### **AEROSPACE CHRONOLOGY**

Sept. 6, 1965 Flying a Lockheed F-104A Starfighter, Pakistan Air Force Flight Lieutenant Aftam Alam Khan intercepts four Indian Air Force Dassault MD.452 Mystère fighter-bombers which

are strafing a train and uses AIM-9 Sidewinder heat seeking missiles to shoot down one and damage a second. This is the first air-to-air kill by a Mach 2 aircraft using a guided missile.



*Pakistani F-104A and Indian Mystere.*



*Eight years later, Khan is now a wing commander and seconded to the Syrian Air Force.*

Sept. 7, 1942 – First flight of the Consolidated B-32 Dominator. The Dominator was a strategic bomber developed in parallel with the Boeing B-29.



*The first Dominator sporting the twin tail similar to a Liberator*

But it was a johnny-come-lately whose design started two years after the B-29 was authorized and its arrival in the Pacific theatre of operations was only four months before the Japanese capitulated. It also used the same Wright 3350 Duplex-Cyclone engines as the B-29 and poor nacelle design impeded engine cooling and like the B-29, engine fires were an on-going problem.



*The production Dominators were built with the single high tail similar to those used on the Navy's Privateers.*

The aircraft had a troublesome pressurization system so it was never installed in production aircraft and the Dominator was relegated to a low and medium altitude mission.

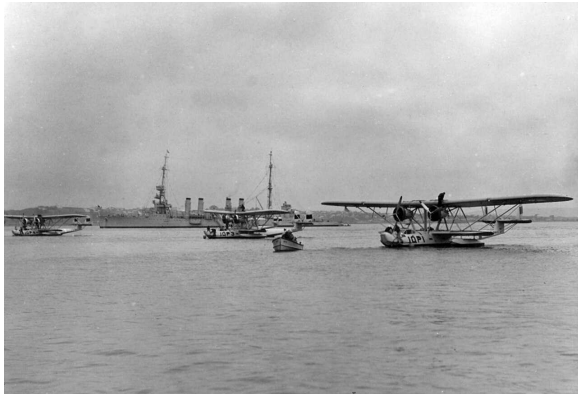
The Dominator flew its first combat mission over the Philippines and Formosa and were used as reconnaissance aircraft over Japan when an attack by Japanese fighters resulted in the last death of Sergeant Anthony Marchione the last U.S. service man to die in aerial combat.

Only 118 were built and none survive today. A few were destroyed in training accidents but most were scrapped at reclamation sites in Arizona and Arkansas.



*Dominators awaiting scrapping at Walnut Ridge, Arkansas. (Credit: Walnut Ridge Army Flying School Museum)*

Sept. 8, 1933 – Six US Navy Consolidated P2Y Ranger flying boats under the command of Lt. Comdr. Donald Carpenter, Patrol Squadron VP-5, fly a non-stop formation flight from Hampton Roads, Norfolk, Virginia to the Fleet Air Base Coco Solo, Panama Canal, taking just over 25 hours to complete the 2,000 mile flight.



*VP10F Rangers moored near an Omaha Class light cruiser.*

The claim of a non-stop flight means that the Rangers might have been carrying double their usual fuel load. Performance figures claim a 1,000 mile range. The Wright R-1820-90 Cyclone engine is rated at 750 hp engine and burns around 320 lb (54 gal.) per hour at cruise. So two engines will consume 640 gal. Or 16,000 lb of fuel at cruise on the 25 hour flight. The aircraft has a gross weight of 25,000 lb and is 12,500 lb empty so the payload is 12,500 lb. If *The Coastwatcher* estimates and calculations are correct, the aircraft had an overload of 3,500 lb of fuel without taking oil, crew and equipment into account.



(CREDIT: U.S. NAVY)

If we redo the calculations and assume that judicious leaning could reduce the consumption by 20 percent, then a fuel load of 13,000 lb (2,100 gal) would be needed. This puts the take-off weight at 25,000 lb of close to the all-up design weight of the Ranger.

None of these calculations considered the fact that there is no allowance for fuel reserves and they encountered headwinds and a squall on the journey. The cruise speed of the Ranger is 120 mph and the journey's speed averaged 80 mph which will account for the adverse winds and use of an economical cruise speed to extend the endurance of the flight.

Sept. 9, Sept. 9, 2006 - 1st flight of the Boeing 747-400 Large Cargo Carrier, the Dreamlifter.



*The first Dreamlifter with an initial green zinc chromate anti-corrosion coating is rolled out from the Evergreen hangar, Taoyuan International Airport, Taiwan.*

Four of these aircraft were converted from 747-400 passenger jets. They are used to deliver 787 fuselage and wing assemblies from subcontractors in Asia, Europe and the United States to Boeing's Everett, Washington facility where the 787 Dreamliner is assembled.



*According to reports, the TLD loader is the largest in the world.*



The conversion of standard airliners so that they have the ability to carry large cargos may be traced back to Aero Spacelines which modified the Boeing 377 Stratoliner, itself a development of the B-29.



*Israel operated a small squadron of Model 377s. 4X-FPN, Masada, is on display at the Israeli Air Force Museum, Hatzertim Air Base. The IAF named this type Anak (Giant) but they had no idea of how large it could become.*

NASA needed to move the large rocket boosters used in the manned space program from the West Coast builders to Cape Canaveral but the trip via the Panama Canal was slow. John M. Conry, another character who deserves his own *Coastwatcher* article, had the solution. A friend, Lee Mansdorf, owned some Boeing 377s and was looking for a way to employ them. Together, they sketched out a rough plan on a cocktail napkin and Aero Spacelines was born. Three distinct designs were produced



*A Mini-Guppy on display at the Tillamook Air Museum.*



*The Pregnant Guppy, an ex PanAm airframe with a five meter section from an ex-BOAC 377 inserted behind the wing.*

The Super Guppy was larger and used turboprop engines. Later, Airbus used four of them to transport Airbus components.



Conry also modified a Canadair CL-44 into the CL-44-0 Skymonster.



*The CL-44-0 utilized a hinged tail for loading oversized cargos.*

Airbus modified their A-300-600ST (Super Transporter) but the name Beluga became popular and was officially adopted. Airbus also produced the A-320-743XL, the Super Beluga. Five of each mark were produced.



*(Credit: Frederic Scheiber/AP)*

Sept. 10, 1940 – Late in the Battle of Britain Italy's Regia Aeronautica contributed an expeditionary force, the Corpo Aereo Italiano which took part in the battle from October 1940 until April 1941. Hitler had already postponed the cross-channel landing so the Italian contribution of no more than 200 aircraft was of little import. The Italians ran a few dozen small raids with little effect

The three primary combat aircraft which the Italians operated from bases in Belgium were the Fiat CR.42 Falco, Fiat G.50 Freccia and the Fiat BR.20 Cicogna.



*The obsolescent Falcon fast, 250 mph, highly maneuverable but under-gunned. With a good pilot, it could hold its own with a Hurricane in a dog fight.*



*G.50 Arrow was short ranged and its poor radio hampered operational coordination*



*The Stork was comparable to the Douglas B-18 Bolo in speed, range and bomb load.*

Sept. 11, 1917 – Birth of Donald James Matthew Blakeslee, USAF pilot who first flew combat with the Royal Canadian Air Force and the Eagle Squadron.



*Blakeslee in a Spit V named after his fiancée.*

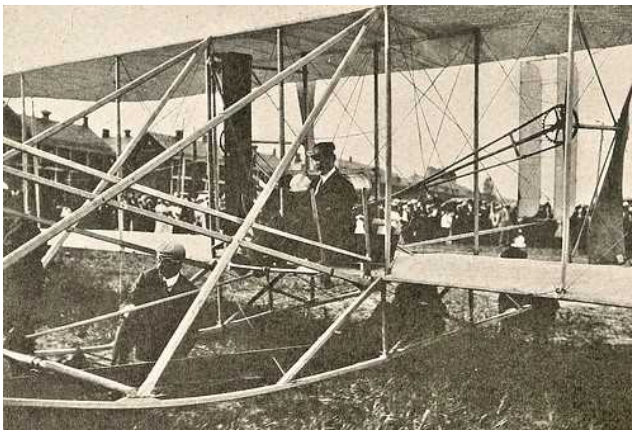
In September of 1942, the Eagle Squadrons were turned over to the U.S. Army Air Force. At that time, Blakeslee had flown 120 missions in a Spitfire and logged 240 combat hours. On May 14, 1943, he scored his fifth victory and earned ace status and went on to be credited with a total of 14.5.



The rest of his European assignments was flying the P-47 Thunderbolt and the P-51 Mustang. He rose to command the 4<sup>th</sup> Fighter Group and was recognized for his leadership skills. He developed new tactics and promoted an aggressive attitude amongst his subordinates.

Blakeslee ended his combat experiences with a total of over 500 missions, probably the most ever recorded by an American fighter pilot. Blakeslee remained in the Air Force, flew F-84 Thunderjets in Korea and retired as a colonel.

Sept. 12, 1908 – At Fort Myer, Orville Wright sets a world record for flight endurance, 9 min 6 sec. with a passenger, army Major George O. Squier. Within a year, Squier was instrumental in purchasing the first aircraft for the Army.



*Squier seated in the Wright Flyer.*

During a long and distinguished life, Squier, a West Point graduate, earned doctorate from Johns Hopkins, co-invented the the polarizing photo-chronograph which measures the speed of projectiles both inside a cannon and at exit from the muzzle and developed a system for multiplexing, a critical element in telephonic communications which allows multiple signals to travel over the same wire. His greatest commercial success was the creation of Muzak, the background music piped into mercantile establishments to this day.



*Col Squier at work in a signal corps laboratory.*

Squier, who retired as a major general, was Chief Signal Officer of the Signal Corps when the Aviation Section was created, the second of six different army organizations which led to the formation of the United States Air Force. A leader in directing the military into research and development, he a principal agent in the establishment of the Signal Corps experimental laboratory at Fort Monmouth, New Jersey and the Army experimental station at Langley, Virginia.



*(Credit: U.S. Army)*