

*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
Capt Edward Miller, Features
Maj Scott Farley, Roving Correspondent
Shawn Terry, Automated Sciences, IT Guru*

- 26 SEP-TRCS Meeting
- 03 OCT-TRCS Staff Meeting
- 10 OCT-TRCS Staff Projects
- 17 OCT Commander's Call/Cadet Promotions
- 24 OCT-Staff Projects
- 31 OCT-No Senior Meeting
- 04 NOV-Col Palmer Cadet Ball
- 07 NOV-Senior Staff Meeting
- 14 NOV-Staff Projects
- 21 NOV-Commanders Call/Cadet Promotions
- 28 NOV-Staff Projects

THE ORDER OF THE DUCK

Attention to Orders!

I, Pluvius Rex, high lord and panjandrum of celestial water bearers, nimbostratus and cumulonimbus, has mercifully granted CAPsters from the Thames Estuary a steady light rain for those hours during which you stood watch over the mud flat parking lots of Durham rather than the deluge sent Noah, his menagerie and his progeny.

You are now removed from the your previous lowly and demeaning status of ground grippers, lounge lizards, four flushers, park bench warmers, or guano shovelers for your faithful adherence to duty and jolly acceptance of wrinkled skin, trench foot, and sodden garments, I grant you the Order of the Duck and entrance into the family *Anatidae* with the perpetual right to walk like a duck and quack like a duck.

So signed, sealed and delivered on this 24th day of October, anno 2023 by Major Scott Farley, my trusty and well-beloved Drake, witness to your devotion and leader of the flock.



CADET MEETING

26 September, 2023

submitted by

Capt Steven Deignan-Schmidt

Mr. Ted Gordon was guest speaker and spoke about his experiences as an engineer in the development of rockets.



His first assignment was working on the anti-aircraft Nike system and he spoke about missiles such as the Thor and Saturn system which were used to boost manned vehicles into orbit and onto the moon.



C/SSSgt Thelma Grogan offered a safety briefing based upon her experiences as a life guard.

SENIOR MEETING

26 September, 2023

The squadron held a debrief on the Durham Parking Lot Project last weekend. A number of members contributed constructive suggestions for honing our performance in 2024.

The citrus fruit fund raiser was discussed. At this point, the collection of funds is very slow and senior members are urged to start pitching the fruit to potential customers,

Lt Pineau presented a safety briefing on seasonal hazards such as slippery road surfaces. He noted that it is time to examine the condition of heating systems: furnaces, boilers, fireplaces and chimneys.

A round-robin discussion was held and new and potential members were introduced.

NEW SENIOR MEETING SCHEDULE

submitted by

Capt Adam Sprecae

The new senior meeting schedule will be implemented in October. The first Tuesday of the month will be a Senior Staff Meeting and seniors with duty assignments will brief the membership on the current status of their departments.

1st Tuesday: Staff Meeting – Those with Duty Positions, Primary or Assistant, will brief the membership on departmental status.

2nd Tuesday: Special Projects – Training, work party, etc., or duty assignment work.

3rd Tuesday: Commander's Call – Meetings will coincide with Cadet (or Senior) promotions so a formal uniform will be worn.

4th Tuesday: Emergency Services Training- Presentations TBA.

5th Tuesday: Optional Social Event scheduled for special occasions.

DURHAM FAIR PARKING PROJECT

As part of its fundraising efforts, the Squadron worked parking details at the Durham Fair on Friday, the 22 and Sunday the 24 of September.

Ours shifts ran from 0800-1330 and 1330-1830 on Friday and Sunday and 1830-2230 on Friday.



Lt Col Rocketto, outfitted in a foul weather and obsolete pattern cammies tells a driver were to go.



Cadets Nicholas and Stephen Buchko are recognized for meeting advancement requirements for Cadet 2nd and 1st Lieutenant.



Cadets who supported the effort were S. Buchko, N. Buchko, Watkins, Isenburg, Regen, Grogan, Knets and Nelson.

Senior Members and parents were Madore, Noniewicz, Kopycienski, Farley, Doucette, Spreace, Rocketto, Buchko, Watkins, Isenburg, Regan, Gauthier, Knets, Otrin, Bourque, Schmidt, and Thornell.



Major Farley and Capt Schmidt receive the plaques recognizing them as Wing Finance Office of the Year and Wing Communications Officer of the Year.

PROMOTIONS & AWARDS



Cadet Grogan reports to Squadron Commander Pineau and her father to receive the Wright Award.

AEROSPACE CHRONOLOGY

Sept. 27, 1964 – First flight of the British Aircraft Corporation TSR.2. The aircraft was intended to fulfill both strike and reconnaissance roles. Performance was equivalent to aircraft such as the Convair B-58 Hustler and the General Dynamics F-111 Aardvark.

Cadet Knets is congratulated for achieving the Armstrong Award.



Cadet Larson is promoted to Cadet Chief Master Sergeant.



It could cruise at Mach 1.1 at sea level and hit Mach 2.1 at 40,000 feet. She had a maximum range of 2,500 nautical miles and a combat radius of 740 nautical miles. Rated weapons payload was 10,000 pounds. However, only three were built and only one of them ever flew so what went wrong?

The tombstone of many a promising prototype aircraft may be marked as killed by on of a triumvirate: politics, finances or mission revision. The TSR.2 was killed by all three. Political infighting amongst the members of the House of Commons, the mandarins in the Ministry of Defence and the politicians in the Prime Minister's

Cabinet. There was a struggle to adopt less costly other aircraft, both foreign and domestic which were somewhat comparable, developed and available and Duncan Sandys, Churchill's son-in-law, produced the *Defence White Paper* which argued that the age of the manned bomber had ended and the intercontinental ballistic missile was the future of strategic warfare.

And so the TSR.2 came to an ignominious end. The project cancellation followed a familiar pattern to avoid future government embarrassments. Like Northrop's Flying Wings and the Avro Canada CF-105 Arrow, all prototypes were hastily destroyed and the jigs and tooling needed to build them if a future need might arise were scrapped. Although unlike the Wings and Arrows, two of the non-flying prototypes of the TSR.2 survive and are on display at the RAF Museum in Cosford and the Imperial War Museum at Duxford. The one aircraft that did take flight was expended in tests measuring the effectiveness of gunfire on airframes.



TSR.2 on display at RAF Cosford.

The incisive Hawker Aircraft designer Sir Sidney Camm said of the TSR.2 that "All modern aircraft have four dimensions: span, length, height and politics. TSR.2 simply got the first three right."

Sept. 28, 1923 – The 7th running of the Schneider Trophy Race was held in Cowes, United Kingdom and was won by Lt. David Rittenhouse, USN in a Curtiss CR.3 with an average speed of 177.27 mph. Second place was won by another CR-3, flown by Lieutenant Rutledge Irvine, USN, at 173.347 mph



Lt Rittenhouse, the CR.3 and two aircraft handlers dressed in their stylish bathing costumes. (Credit: NASM)

The race series was proposed by Jacques P. Schneider, an engineer, aviator and most pertinent a financier with deep pockets who wanted to encourage the advancement of aviation technology, especially seaplanes because of their obvious utility. He noted that three quarters of the earth's surface is water and in 1912, land airports were few and far between. The prize was 25,000 gold Francs, probably around \$350,000 today and a cup of equal value.

The 1923 event was a 186 mile triangular course starting at Cowes with turning points at Southsea and Selsey Bill.



(Credit: Flight Magazine)

Accidents and withdrawals from the starting pool of 11 aircraft reduced the start to four aircraft,

three from the United States, one from Great Britain and one from France. The United States finished one-two, The Brits took third place and a French entry failed to finish.

Sept. 29, 1918 – Second Lieutenant Frank Luke Goes West. Luke, after Rickenbacker, was the second highest score ace flying with the American Expeditionary Force in World War One. He shot down 14 German balloons and four aircraft flying only 10 sorties in his tragically short eight day combat career.



Shooting down a balloon was more significant and considerably more dangerous than engaging another aircraft in a dog fight. The balloons which Luke preyed upon were observation balloons used by the Germans to supply real time intelligence about Allied troop movements and an even more crucial task, directing artillery fire. Balloon sites were so important that they were heavily defended by anti-aircraft guns and often, a cover of fighter aircraft.

His last mission earned Frank Luke the Medal of Honor. His Medal of Honor citation reads as follows:

After having previously destroyed a number of enemy aircraft within 17 days he voluntarily started on a patrol after German observation balloons. Though pursued by 8 German planes

which were protecting the enemy balloon line, he unhesitatingly attacked and shot down in flames 3 German balloons, being himself under heavy fire from ground batteries and the hostile planes. Severely wounded, he descended to within 50 meters of the ground and flying at this low altitude near the town of Murvaux opened fire upon enemy troops, killing 6 and wounding as many more. Forced to make a landing and surrounded on all sides by the enemy, who called upon him to surrender, he drew his automatic pistol and defended himself gallantly until he fell dead from a wound in the chest.

Sept. 30, 1936 – The first mass airlift of troops ended. German and Italian aircrews transported around 12,000-14,000 men and 270-400 tons (accounts vary) of military supplies from Spanish Morocco, across the Mediterranean to Spanish Nationalist rebels in Jérez flying reportedly 868 round trips.



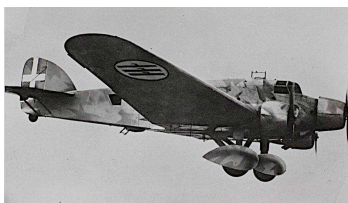
The Germans set up a dummy company named *Sociedad Hispano-Marroquí de Transportes* (Spanish-Moroccan Transport Company) which was the putative employer of the aircrews which had been seconded from the Luftwaffe. The Italian covers were probably “volunteers” under Mussolini's *Corpo Truppe Volontarie*, or “members” of the Spanish Foreign Legion. The aircraft were mostly the Junker Ju-52/3m and the Savoia-Marchetti 81. None of the aircraft displayed national insignia and the crews wore

mufti.



Junker 52/3 Tante Ju

SM 81 Pipistrello (Bat)



Aurigny has regular routes connecting the Channel Islands and the United Kingdom. It has pretensions as an international carrier with flights to the Republic of Ireland and seasonal traffic to France and Spain. The fleet consists of three 28 passenger Dornier 228s, three 72 passenger ATR-72-600s and an 122 passenger Embraer 195. They have stepped up from the Britten-Norman Islanders, DHC-6 Twin Otters and the Short 360 which are part of the historic fleet.



The Tri-Islander

Oct 1, 1971 – Aurigny Air Services (AAS) commences operation. The company is the flag carrier of the Bailiwick of Guernsey, a self-governing British Crown Dependency, the Channel Islands, an archipelago which consists of Guernsey, Alderney, Sark, Ham, Herm and some smaller islands and is located about 125 miles west of Normandy. The Channel Islands were the only *de jure* part of the British Empire to be occupied by German during World War II.



Dornier 228

The concept under which AAS operates brings to mind some local operations which *Coastwatcher* readers might remember. First and foremost is New England Airlines (NEA), owned and operated by Bill Bendokas and run for a half-century out of Westerly. NEA runs scheduled service to Block Island using Britten Norman Islanders and the Piper Cherokee Six. One of their special services is to deliver Chinese food or pizza to Block-islanders with a craving for a lo mein or Vocatoro pizza none of which are available on the island.



Note the relationship to the Normandy invasion beaches.

AAS is interesting because it is a species of regional airline or commuter airline. Commuters operate scheduled passenger air service between venues which have low passenger demand or insufficient infrastructure for the major airlines to operate efficiently or profitably.



Two of NEA's BN-2 Islanders on the ramp at Westerly.

Joe Fugere's Pilgrim Airlines which started at Waterford Airport was based at Groton and used Twin Otters, the Beech 1900, and a Fokker 27. Pilgrim flew a heavy schedule in southern New England and to New York City, Sodom on the Potomac and an international flight to Ottawa until bought out by Business Express in 1986.



A Twotter with the original staid colors approved by the Pilgrims who landed in 1620 and the new tutsi-fruitsi livery of a modern age.



John Van Arsdale founded Provincetown-Boston Airlines in 1949 and ran it for four decade. Their first aircraft was a Cessna Bobcat and then a variety of Pipers and Cessna. Their heavy iron were the Douglas DC-3, a Martin 4-0-4 and a NAMC YS-11. PBA as PBA-Naples would seasonally shift aircraft and crews between New England and the west coast of Florida.



PBA Gooney Birds and an Islander at P-town and a Martin 4-0-4.

At one point they had over 100 aircraft but ran into safety problems controlling the large fleet. In 1986, PBA was bought out by People's Express.

Cape Air is operating around a hundred aircraft,

traditionally the Cessna 402 which is slated to be replaced by the Technam P2012 Traveler. Like PBA, they are spread out over the northeast and run a seasonal aircraft-crew shift to Florida during the winter.



Cape Air 402s and their replacement, the Technam P2012.

A commuter airline with a Sikorsky connection was Antilles Air Boats (AAB) operated by Charlie Blair and after his death, Maureen O'Hara. AAB flew scheduled service in the Virgin Islands and to Puerto Rico. Blair had a remarkable career as an airline and military pilot until his unfortunate death in the crash of an AAB Grumman Goose. His connection with Sikorsky is that he was one of the test pilots on the VS-44A and at one time owned it and flew it commercially. The company fleet was entirely flying boats, the Sikorsky and Gooses mentioned, Grumman Mallards and a

Short S.25 Sandringham.



The Sikorsky, named Excambian and the Sandringham (Credit: Steve Williams) bearing the AAB livery. Note that the Sandringham carries Australian registration its former name, Southern Cross, and Blair's personal insignia on the tail

One final mention. For many years the Editor journeyed to Camp Perry, Ohio to shoot in the national rifle championships. Island Airways was based in Port Clinton at what is now known as Erie-Ottawa International Airport and has been called "the shortest airline in the world." Island Airlines flew Ford Tri-Motor and a DHC-2 Beaver.



(Credit: aeriobernie)

The mail run landed on South Bass, Middle Bass, North Bass, Kelly and perhaps Pelle, a Canadian island. The route is about 17 miles around and 45 minutes per circuit. The “Tin Goose” also served as a school bus ferrying the children to the schools on the mainland.

An inane remark by Vice President Harris referred to yellow school buses and asks who does not love a yellow school bus?

Alas, the Island Airlines “school buses” were red, white and blue but who could not love a “Tin Goose” which bears the national colors? Wouldst thou not have the same affection and passion for that livery as V.P. Harris holds for the ubiquitous yellow school bus?

*PECULIAR DIGRESSIONS TO LOCAL,
AVIATION AND HISTORICAL LORE AS THE
EDITOR'S MIND WANDERS IN THE STYGIAN
DARKNESS OF THE MIDNIGHT HOUR*

South Bass Island is the site of the Battle of Put-in-Bay and Commodore Oliver Hazard Perry's naval victory which secured strategic control over the Great Lakes during the War of 1812. In a letter to General William Henry Harrison, he said:

Dear Gen'l: We have met the enemy, and they are ours, two ships, two brigs, one schooner and one sloop. Yours with great respect and esteem. H. Perry."

Perry was a local boy, native of South Kingston, Rhode Island. He was part of a long-line of

prominent naval officers. The aviation connection is that he was a cousin of John Rodgers, Naval Aviator No. 2, instrumental in fostering long distance flying and once commander of the submarine base in New London. Another cousin, Calbraith Perry Rodgers made the first aerial transcontinental crossing of the United States.

General Harrison was the ninth President of the United States. Victor over Tecumseh at the Battle of Tippecanoe, and used the campaign slogan “Tippecanoe and Tyler too” winning the election but felled by pneumonia one month after taking office.

Harrison was the first president to campaign actively for office. Democrats laughed at Harrison for being too old for the presidency and referred to him as "Granny," hinting that he was senile. Whigs argued that Harrison was a man of the people, a “log cabin and cider” candidate from the western frontier. The also claimed that Martin van Buren, Harrison's opponent was a well-off government official from a wealthy background. Actually, Harrison was the scion of wealthy planters and Van Buren's father kept a tavern. Do these political tactics seems familiar to the astute reader?

*What has been done will be done again.
There is nothing new under the sun.
Is there anything of which one can say,
“Look! This is something new”?
It was here already, long ago;
it was here before our time.
No one remembers the former generations,
and even those yet to come
will not be remembered
by those who follow them.*

Ecclesiastes 1:9-11

*END DIGRESSION AND NOW TO SLEEP,
PERCHANCE TO DREAM*

Oct. 2, 1917 – The Royal Navy conducts trials launching aircraft from ships. For the first time, an aircraft is launched from a ship-of-the line, the

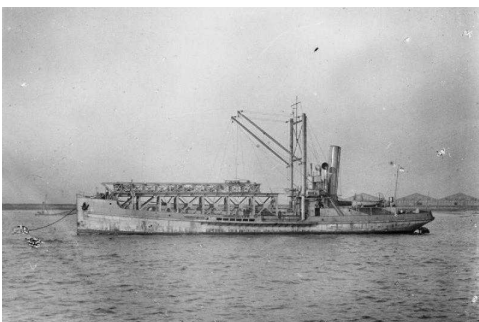
battle cruiser *HMS Repulse*. Flight Commander Frederick Rutland launches in a Sopwith Pup from a flying-off platform mounted on B turret.



Sopwith Pup on platform. Note how a turret mounted landing platform will restrict the training and use of the naval rifles.

Rutland is the famous and later infamous “Rutland of Jutland” who achieved fame for heroism at the Battle of Jutland. But after the war, he was recruited by the Japanese and provided technical details to Mitsubishi which assisted them in their development of carrier aircraft. Reputedly, he also was a double-agent spying on Japan for the United States! During the Second World War, the British interned him. He committed suicide in 1949. The *Repulse* was sunk off the coast of Malaya by Japanese land-based aircraft three days after the Pearl Harbor attack.

The flying-off platform was only a temporary expedient to launch aircraft from ships. On the same day, a catapult testing ship with the wonderfully descriptive name of *HMS Slinger* tests a compressed-air catapult for the first time. An unmanned and stripped Short 184 mounted on a 60 foot catapult is hurled into the air.



HMS Slinger

Over time, shipboard catapults resorted to explosives, steam and recently electro-magnetism to supply the motive force.

Oct. 3, 1907 – A record altitude of 23,110 feet is set by a United States Weather Bureau meteorological kite. Today, the official record for a single kite is held by Australian Robert Moore whose single kite reached 16,009 feet in 2014. Kite trains are reputed to have reached as high as 30,000 feet but the claims are not well documented and disputed.

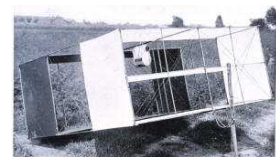


Robert Moore and his team. The record setting kite is a 12.34 sq. meter DT Delta.

At the end of the 19th century and the beginning of the 20th century kites were a useful tool used by meteorologists to acquire upper-air data. The kites, mostly Hargrave box kites, were fitted with instrumentation and attached to a reel by a wire. A sophisticated met station have the reel sheltered in a kite reel house which was mounted on a turntable so it could be faced to take advantage of the prevailing wind.

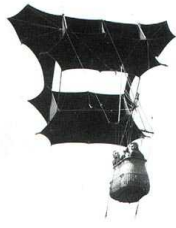


Kite reel house and kite with met instruments mounted.



Kites were used in the First World War to haul soldiers aloft to observe enemy movements and send semaphore signals but balloons and aircraft

made the technique obsolete.



A man-lit kite pioneered by Samuel F. Cody a native of Davenport, Iowa, whose aeronautical career was spent with the British until he was killed when his Cody Floatplane suffered a structural failure and crashed

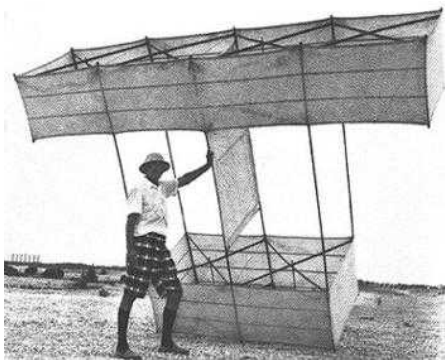
And kites found uses in World War II. The German Navy experimented with rotor kites to extend the view of surfaced submarines.



A Focke-Achgelis Fa 330 Bachstelze (Wagtail) towed by a U-Boat.



The British and Americans tried flying “barrage kites” fitted with wires and explosives to discourage low flying aircraft. They were flown over land and trailed by ships. Both efforts were found impractical and barrage balloons provided a better deterrent to low flying aircraft,



Harry Sauls Barrage Kite.

But kites did find practical applications. U.S. life rafts were sometimes equipped with kites which were use to lift the antenna of a Gibson-Girl emergency radio to extend its range.



Power was supplied by a hand crank and the signal was broadcast on the standard marine frequency of 500 kHz with a range of up to 200 miles.

And none other than Paul Garber, first Director of the Smithsonian Air Museum, after whom a senior CAP award is named, developed a maneuverable kite which could be used as a target.



Paul Garber and a target kite. (Credits: NASM)

The sailor on the right operates the control box used to maneuver the kite.



The kites were highly maneuverable and could even fly figure eights. By the end of the war, 300,000 target kites had been built.

The kites could loop, dive, climb, and make figure-eights, all manually controlled by a reel and harness worn at the waist.

