

*Missions for America
Semper vigilans!
Semper volans!*



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04 NOV- Cadet Ball/Vets Lunch/Elks Color Gd.
07 NOV-Senior Staff Meeting-Cadet PT
14 NOV-Staff Projects
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28NOV-Staff Projects
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12 DEC-Staff Projects
19 DEC-Commander's Call
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MEETING

31 October, 2023

No Meetings

*Membership frightened by spooky aircraft and
covered in the revetment on the west side of the
airport.*

FOR HALLOWEEN 31 OCTOBER, 2023. WE CELEBRATE SPOOKY AIRCRAFT

Mr. Mac, James Smith McDonnell was the John Wellington Wells of the aviation industry. The choices of supernatural names for his aircraft reminds me of W.S. Gilbert and Arthur Sullivan's comic operetta, *The Sorcerer* and of John Wellington Well's patter song which advertises the products of his firm J.W. Welles & Co., a bit of which follows:

*Oh! my name is john wellington wells,
i'm a dealer in magic and spells,
in blessings and curses
and ever-filled purses,
in prophecies, witches, and knells.*

...

*He can raise you hosts
of ghosts,
and that without reflectors;
and creepy things
with wings,
and gaunt and grisly spectres.
he can fill you crowds
of shrouds,
and horrify you vastly;
he can rack your brains
with chains,
and gibberings grim and ghastly!*

Mr. Mac's McDonnell Aircraft Corp. offered the following catalog of aircraft to military aviation of which *The Coastwatcher* presents a selection.



*XP-67 Moonbat,
a one-off
protoype for a
long range
interceptor.*

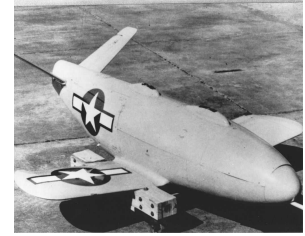
*FH Phantom, the first
pure jet to land on a U.S.
carrier.*





*F2H-2B Banshee,
successful Korean
War carrier
aircraft.*

*and let us not forget
McDonnell's LBD-1
Gargoyle guided bomb*

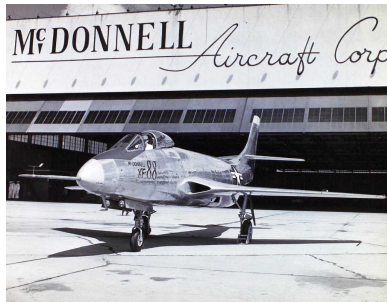


*XF-85 Goblin, an
attempt to develop a
parasite fighter to be
carried by a bomber as
an escort when needed.*



Other corporations have used spooky names. DeHavilland's Vampire and Lockheed's Spectre and Ghost rider and the Douglas AC-47 Spooky. Can any reader supply any other names with a spooky theme?

TRCS TRIUMPHANT IN MODEL ROCKET CONTEST



*XF-88 Voodoo,
long range
penetration fighter
doomed by
finances and
mission priorities*

The Connecticut Wing of the Civil Air Patrol sponsored the 15th running of its Commander's Cup Rocketry Contest on Saturday, October 28 at White's Farm in Durham Connecticut. The Thames River Squadron from Groton, Connecticut took first place and the 143rd Composite Squadron from Waterbury, Connecticut placed second.

*F3H-2N Demon,
the only single
engine carrier
fighter produced
by McDonnell*



The Cup was donated by Col Peter Jensen in 2007 and CATO, a Connecticut club of amateur rocketry enthusiasts has provided launching equipment and support since that year. CATO was honored this year. Colonel Matthew Valleau, CTWG Commander announced that CATO had been selected as the winner of the Frank G. Brewer Trophy as an organization which has made significant contributions to aerospace education.



*CF-101B Voodoo adapted as a fighter, tactical
and strategic bomber and reconnaissance aircraft.*



*F-4C Phantom II, Vietnam War veteran serving as
a fighter and tactical bomber and serving in 12
different air forces.*



*Col Valleau
presents the
Brewster
Award to
CATO
President
Rau
DiPaola.*

Contestants from each squadron enter rockets in three categories, each of which fulfills one of the requirements needed to earn the CAP Rocketry Badge. The entries are judged on their construction, painting and decorations based on a selected theme. Contestants then launch their rockets and recover them. Col Valleau and George Planeta were judges.

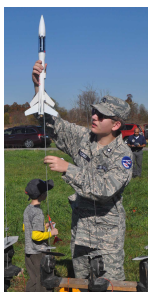
warhead. He scored an almost perfect 14 points.



Cadet Knets checkin the ignitor wires.

This year, C/2d Lt Nicholas Buchko of Thames River was the only cadet to score a perfect 15 points for his model of a rocket which carried an internal load to altitude. His brother, C/2d Lt Stephen Buchko placed second.

An awards ceremony was held. Prizes included emergency service equipment, MRE packages and books about aerospace. All of the Waterbury cadets were first time competitors and they were also given a set of rocket kits to build.



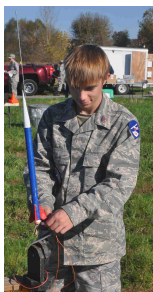
Cadet Nickolas Buchko setting his loadmaster on the launch rail. Cadet Stephen Buchko checks the ignition wires on his Kormoran, a West German anti-shipping missile and the largest TRCS entry.



TRCS and the 2nd Place Waterbury 143rd Composite Squadron at the awards ceremony.

Thames River Ca/Amn Christopher Regan and David Nelson tied at 12 points each to take honors in the tyro class, restricted to first time entrants and requiring rockets decorated with a CAP theme.

The team was supported by Maj Roy Bourque, 2d Lt Stephen Buchko, Sr., Capt Michael Kopycienski, SM Christopher W. Regan and Mr. Nelson. Squadron Commander 1st Lt David Pineau, Mrs. Pineau and their grandchild, Silas came to cheer on the team. Team member C/SSgt Anthony Stefanelli was present in spirit. Lt Col Stephen Rocketto, CTWG Director of Aerospace Activities planned and supervised the event.



Regan with a Flight Two rocket and Nelso checkin his model of an Honest John.

C/CMSgt Alexander Knets built a model of the U.S. Army Honest John, a missile equivalent to heavy artillery but capable of carrying a nuclear

AEROSPACE CHRONOLOGY

Nov. 1, 1964 – Viet Cong sappers mortar Bien Hoa Air Base in South Vietnam.



Neat line-ups of Canberras at Bien Hoa.

USAF crews cleaning up the wreckage. Not so neat anymore.



The sappers destroyed five Martin B-57 Canberras medium bombers and damaged 15 others. A Kaman HH-43 Huskie helicopter and four South Vietnam Douglas A-1 Skyraiders were also wrecked. Five other aircraft were damaged.

The Viet Cong managed to set up six 81mm mortars less than a quarter mile from the base and fired 83 rounds before escaping. The best solution found to prevent such attacks was to expand the perimeter of the protective area around each base at a high cost in manpower and as time would prove, relatively ineffective.

Nov. 2, 1947 – The Hughes H-4 Hercules, at that time the world's largest aircraft makes its first and only flight. The eccentric Howard Hughes surprises the newsmen and spectators when he lifts the aircraft off Long Beach Harbor and flies for about a mile at an altitude of 70 feet.

While visiting the Evergreen Museum in McMinnville, Oregon, my traveling companion, Shawn Carpenter and I arrived before the opening. To kill time, we cruised around the museum and saw what I initially thought was a high aspect wing from a sailplane. It turned out to be one of the ailerons of the H-4 under restoration!



Big aileron for a big plane.

Aileron displays its airfoil shape.



The H-4 on its only flight.

Nov. 3, 1926 – Captain Charles Lindbergh jumped from his disabled airplane during a night airmail flight, making this the fourth time he has had to use his parachute to save his life. All of Lindy's jumps were made in an 18 month period starting on March 5th.



Unlucky Lindy's Wreck!
(Credit: Minnesota Historical Society)

The first occurred on March 5th, 1925 during training at Kelly Field. Lindbergh and another student collided and the two SE-5s locked together

Three months later, Lindbergh was testing the OXX-6 Plywood Special at Lambert Field in St. Louis when it suffered a control failure and he had to bail out.

His third emergency jump while flying the mails for Robertson occurred on the 16th of September, 1926 when he encountered snow and rain between Springfield and Peoria. Seventeen days later Lindy made his fourth and final emergency jump.

The Caterpillar Club was formed by the Irvin Parachute Company which credits Lt. Harold R. Harris is credited as the first man to make an emergency jump. Irvin formed the club and gave Harris the first membership pin.

But evidence exists that at least four other peoples bailed out of aircraft in distress before Harris. On July 21, 1919, the Goodyear blimp, Wingfoot Air Express caught fire over the Illinois Trust and Savings Bank in Chicago. Five parachutes emerged but only Henry Wacker, the chief mechanic, and John Boettner, the pilot survived.

This incident is well documented. On August 24, 1920, William O'Connor abandoned an aircraft in distress and landed at McCook Field but Coastwatcher could find no further details. Both occurred before Irvin formed the Caterpillar Club. Since then, at least three other manufacturers of parachutes have extended recognition to those whose lives were saved: Switik, GC and Pioneer.



The Caterpillar Member Pin

The palm awarded for the earliest use of a parachute is granted to Henri L'Estange, an Australian. He was flying a balloon named *Aurora* at the Agricultural Society grounds in Melbourne. He miscalculated the lifting force, ascended to quickly and the expanding gas ripped a seam open in the calico envelope. L'Estrange deployed a parachute which slowed his descent and he landed in a tree. Newspaper accounts imply that he remained with the balloon and rode it down. So one could argue that one should not give full credit to the parachute since the balloons fabric provided friction which held arrest his descent.

Nov. 4, 1909 – John Moore-Brabazon makes the first live cargo flight by airplane when he puts a small pig in a waste-paper basket tied to a wing-strut of his Short Brothers Biplane No. 2 and made a 3.5 mile flight.



Traditional one horsepower engine used to tow the Short Biplane No.2 to the launch rail.



John Moore-Brabazon, holder of Royal Aero Club Certificate No. 1 before he became 1st Baron Brabazon of Tara, WWII Minister of Aircraft Production, Commodore of the House of Lords Yacht Club, captain of the Royal and Ancienbt Golf Club of St. Andrews and at the age of 71, winner of the Cresta Run Coronation Cup skeleton toboggan race.

On the other hand, what about the pig? Choices given below. Take a guess!



*This little piggy went to market,
This little piggy stayed home,
This little piggy had roast beef,
This little piggy had none,
This little piggy cried "Wee! Wee! Wee!" all the way home.*

Nov. 6, 1945 – The early jet engines were anemic power-plants. The Navy compromised and contracted for two mixed propulsion aircraft, the Ryan FR-1 Fireball and the Curtiss XF-15. The first to fly was the Ryan FR-1 Fireball followed by the Curtiss XF-15.

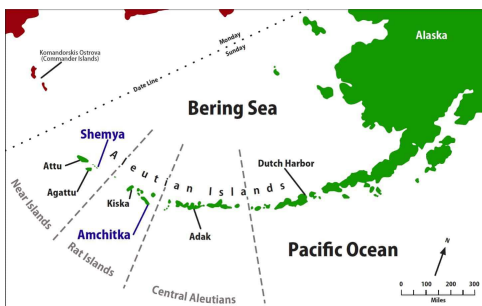
The Curtiss machine failed to make the cut but the Fireball entered limited squadron service. The propulsion was provided by a Wright R-1820 Cyclone 9 generating 1,350 hp and a General Electric J31 producing 1600 lbf of thrust.



On this day in 1945, Ensign Jake C. West, was preparing to land on the *USS Wake Island* flying a Fireball. The standard procedure, once in the pattern was to shut down the jet engine which West did. And then the piston engine failed!

West instituted a 30 second restart of the jet, succeeded, and made a semi-successful landing, caught the last arresting wire and was fully stopped by the emergency barrier. Albeit an accident, this was the first landing under jet power on a U.S. aircraft carrier.

Nov. 7, 1942 – A U. S. Army Air Forces bomber discovers that Japanese forces are occupying Attu in the Aleutian Islands. American aircraft soon begin a bombing campaign against Attu. The Japanese had landed troops on Attu and Kiska in the first week of July, 1942 and bombed the U.S. Naval Operating Base and Fort Mears at Dutch Harbor, Amaknak Island. The invasion was the only time Japanese troops landed in North America.



(Credit: Tsuru-bird)

The incredibly bad weather, dense fog, snow, and katabatic winds called williwaws hampered the B-26 and B-24 aircrews but on November 26th, a Japanese freighter was sunk in Attu Harbor.

A hodge-podge of aircraft were operated by the Army Air Force from Adak. The B-24 Liberator and the B-26 Marauder seemed to compose the majority of bomber but mention is made of the B-17 and the B-18 Bolo. Fighter squadrons consisted of P-38 Lightnings, P-39 Airacobras and P-40 Warhawks.



A 36th Bomb Squadron B-24D on Adak being prepared for a mission.

Early model B-26 armed with a torpedo.
(Credits: USAAF)



Nakajima A6M2-N, Rufes moored at Holtz Bay, Attu. The A6M2-N was a pontoon equipped version of the Mitsubishi Zero. These were fair game for the Airacobras and Lightning and about a half dozen were destroyed, most likely by strafing.