

*Missions for America  
Semper vigilans!  
Semper volans!*



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Connecticut Wing, Civil Air Patrol  
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07 November, 2023

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

11 NOV-East Lyme Vet Recognition/Ledyard Boosters Mkt.  
14 NOV-Sr. Staff Projects  
21 NOV-Commander's Call/Cadet Promotions  
28NOV-Staff Projects  
05 DEC-Senior Staff Meeting  
12 DEC-Staff Projects  
19 DEC-Commander's Call  
26-DEC-Boxing Day

**CADET MEETING**

*07 November, 2023  
No Report Submitted*

**SENIOR MEETING**

*07 November, 2023  
Department Reports*

*Capt Schmidt reported on the current initiatives involving Wreaths Across America, improvement of the TRCS phone alert system, and plans for next weeks open house.*

Finance-Maj Farley requests that the membership turn out to unload the citrus when delivered. Date and time will be announced.

Aerospace-Lt Col Rocketto reported that the annual aerospace report has been submitted, plans for two field trips are in progress and two teacher orientation flights are scheduled.

Emergency Services-Capt Otrin notes that a Wing TRAEX is scheduled for December 2 and the Ice Patrol briefing will be held on November 30.

Recruit and Retention-Lt Richards reports that CAP members are eligible to join the Navy Federal SavingsCredit Union.

Administration-SM Regan is being trained for administrative duties.

Personnel-Capt Spreccace reports that Mr. and Mrs. Aiello are now senior members.

Professional Development-Maj Peske noted cadet protection program training.

Facilities-Capt Kopycienski will be replacing the rusting fasteners on our new sign with stainless steel screws and grommets.

**ACHIEVEMENTS**

*TRCS Earns Aerospace Education Achievement Award*

Once again, Thames River has earned the annual Aerospace Education Achievement Award, one of five awarded this year in CTWG. The Aerospace Education Achievement Award recognizes

squadrons who have excelled in aerospace education for the fiscal year. To earn the honor, a squadron has to present evidence that they complied with all administrative requirements and ran programs which advanced both internal and external aerospace education.

*Qualifications*

Lt Col Stephen Rocketto has received a three year renewal of his Public Information Officer specialty qualification.

**WHERE ARE THEY NOW**

*News About Past Cadets*

Benjamin Kelly is enrolled at Norwich University in Vermont studying criminal justice and is in the Air Force ROTC. As a freshman, he joined the rifle team and made the varsity team. In their first match against West Point, he ranked second on his team.



*Ben Kelly displays his team shirt and Norwich cadet haircut.*

Brendan Flynn is serving as a computer threats analyst with the USCG Intelligence Coordination center in Sodom on the Potomac. He is taking piano lessons, sailing, working on a master's degree in linguistics and is planning on getting married in February

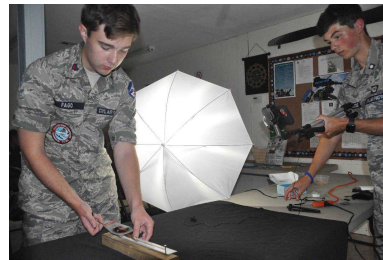


*Flynn performing one of his original compositions at a Connecticut College concert.*

*Flynn receiving his Coast Guard diploma with President Trump.*



Noah Bosse is at Embry-Riddle in the Free State of Florida.



*Bosse, a skilled videographer, records Cadet Fago's experiment to measure the elastic coefficient of an elastic band.*

He writes that he is taking 4 classes: principles of management, meteorology, instrument ground rating, an honors seminar and three flight activities per week for his instrument rating. Each lesson is either a class, a simulator session, or a flight.

Bosse has been selected as a team member for the Embry Riddle Eagles Flight Team that competes in the National Intercollegiate Flying Association against other schools in events such as precision landings, traditional navigation, message drop, aircraft recognition, preflight, and simulated flight planning. This spring, he will be traveling with the Embry-Riddle Airline Pilots Association Aviation Collegiate Education Club to the Jetblue training facility in Orlando to learn about the Airbus A320 airliner, receive instruction in one of their full-motion simulators, and get a high-altitude endorsement.

Matthew Rathbone and Matthew Fago have both joined the Connecticut Air National Guard's 103<sup>rd</sup> Airlift Wing at Bradley. Rathbone is striking to become a crew chief and Fago will work to become a loadmaster and will attend basic training

in the spring.

Fago is studying mechanical engineering at the University of Connecticut and has had his tuition waived because of his enlistment. He also has qualified as an emergency medical technician.

### OUTREACH ACTIVITIES

*Armed Forces Night  
November 2*

The Squadron color guard paraded the colors for Armed Forces night at the Elks. Cadets Grogan, N. Buchko, King, Nelson, and Danner were accompanied by senior members Thornell, Deignan-Schmidt and Buchko.



*Cadets  
King and  
Nelson  
spruce up  
for the flag  
ceremony.*

*Veterans' Lunch  
November 4th*

Veterans were honored with a Thanksgiving style lunch at the Franklin Lodge Masonic Hall in Westerly. Cadets Dellacono, Knets and Boyle and seniors members Thornell, Deignan-Schmidt, Bourque and Regan participated.



*Capt Schmidt and  
Cadet Knets work on  
the serving line at the  
Veterans Lunch.  
(Photo credits: Capt Thornell)*

### HONORING VETERANS

*by  
Stephen M. Rocketto*

I favor keeping up with the news by scanning the media and this includes news generated from foreign sources. My memory was awakened when I noted that British and Canadian commentators were almost all wearing the “remembrance poppy” as were most of the people interviewed. The “poppy is an artificial flower manufactured by veterans' groups and are given for charitable donations which are used for the benefit of members and former members of their armed forces. For our American equivalents, consider Missing in Action flags and Wreaths Across America. The poppy is worn on the month leading up to Remembrance Day, 11 November.



*The commemorative poppy, worn by  
commonwealth citizens to honor those lost in the  
World Wars.*

According to popular legend, on the 11<sup>th</sup> hour of the 11<sup>th</sup> day of the 11<sup>th</sup> month of 1918, the guns on the Western Front went silent and the terms of the armistice to end the War to End All Wars became effective.

Why a poppy? In 1915, Lt Col John McCrae, a Canadian physician, soldier, and poet wrote a lament, *In Flanders Fields* the day after burying his friend, Lieutenant Alexis Helmer killed in the Second Battle of Ypres. Upon publication, it became, as we say today, viral and became a memorial to the troops slaughtered in the grisly battles on the Western Front. The five battles



fought at Ypres cost all sides a minimum of 1.2 million casualties!

*In Flanders fields the poppies blow  
Between the crosses, row on row,  
That mark our place; and in the sky  
The larks, still bravely singing, fly  
Scarce heard amid the guns below.*

*We are the dead. Short days ago  
We lived, felt dawn, saw sunset glow,  
Loved, and were loved, and now we lie  
In Flanders fields.*

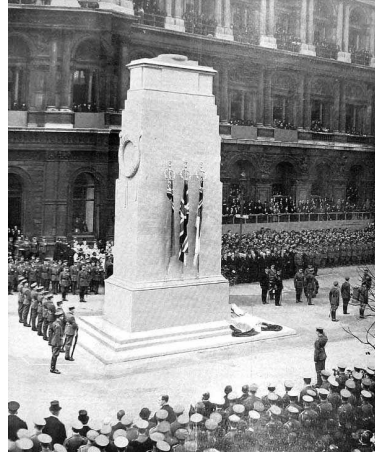
*Take up our quarrel with the foe:  
To you from failing hands we throw  
The torch; be yours to hold it high.  
If ye break faith with us who die  
We shall not sleep, though poppies grow  
In Flanders fields.*

In the United States, we used to celebrate Armistice Day on November 11<sup>th</sup> but it was renamed U.S. Veteran's Day in 1954. Our equivalent to Remembrance Day is Memorial Day, originally known as Decoration Day which was observed on May 30<sup>th</sup> but since 1971 is now held on the last Monday in May. When I was just a squirt serving time in Harbor Elementary School in New London, Decoration Day as a big deal. Our Principal, Mr. Stanley Hall, a paragon of teaching, had all of us sit on the front lawn, each with a staff in hand flying our national ensign. Parents sat behind us. Mr. Hall and various dignitaries sat in front. After the Pledge of Allegiance, veteran's

would be recognized and would speak. Some of them were vets from World War I! The solemn ceremony lasted at least an hour. The poem *In Flanders Fields* may have been read. I cannot remember. But I do remember that it was one of the poems that we memorized in English class.

The British still hold a National Ceremony on Remembrance Sunday. One of the major events is the gathering at the Cenotaph, a memorial at Whitehall in London and equivalent to our Tomb of the Unknown Soldier. A difference is that a

cenotaph is an empty tomb and symbolizes the absence of the multitudes who sacrificed their lives in past wars. The high point of the ceremony is the two minute silence observed, a solemn period of respect for those who made the ultimate sacrifice for their fellow citizens.



*Cenotaph at its dedication ceremony in 1920. (Credit: Horacae Nicholls)*

Supporters of Gaza and the terrorist organization Hamas are planning a major protest at the Cenotaph on Remembrance Sunday to support Gaza ruled by the terrorist organization Hamas. Prime Minister Rishi Sunak believes that this is an act of disrespect to those who sacrificed their lives for their nation. Remembrance Sunday will be a day which might presage much about future social behavior in Great Britain. Keep watching!

### AEROSPACE CHRONOLOGY

Nov. 8-9, 1967 – Capt Gerald O. Young, USAF, was flying a Sikorsky HH-3E Jolly Green Giant on a rescue mission when he was shot down. Badly burned, he diverted the enemy attention to himself, drawing them away from his comrades on the ground and evaded capture until rescued 17 hours later.



His Medal of Honor citation reads as follows:

*For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty. Capt. Young distinguished himself while serving as a helicopter rescue crew commander. Capt. Young was flying escort for another helicopter attempting the night rescue of an Army ground reconnaissance team in imminent danger of death or capture. Previous attempts had resulted in the loss of 2 helicopters to hostile ground fire. The endangered team was positioned on the side of a steep slope which required unusual airmanship on the part of Capt. Young to effect pickup. Heavy automatic weapons fire from the surrounding enemy severely damaged 1 rescue helicopter, but it was able to extract 3 of the team. The commander of this aircraft recommended to Capt. Young that further rescue attempts be abandoned because it was not possible to suppress the concentrated fire from enemy automatic weapons. With full knowledge of the danger involved, and the fact that supporting helicopter gunships were low on fuel and ordnance, Capt. Young hovered under intense fire until the remaining survivors were aboard. As he maneuvered the aircraft for takeoff, the enemy appeared at point-blank range and raked the aircraft with automatic weapons fire. The aircraft crashed, inverted, and burst into flames. Capt. Young escaped through a window of the burning aircraft. Disregarding serious burns, Capt. Young aided one of the wounded men and attempted to lead the hostile forces away from his position. Later, despite intense pain from his burns, he declined to accept rescue because he had observed hostile forces setting up automatic weapons positions to entrap any rescue aircraft. For more than 17 hours he evaded the enemy until rescue aircraft could be brought into the area.*

*Through his extraordinary heroism, aggressiveness, and concern for his fellow man, Capt. Young reflected the highest credit upon himself, the U.S. Air Force, and the Armed Forces of his country.*

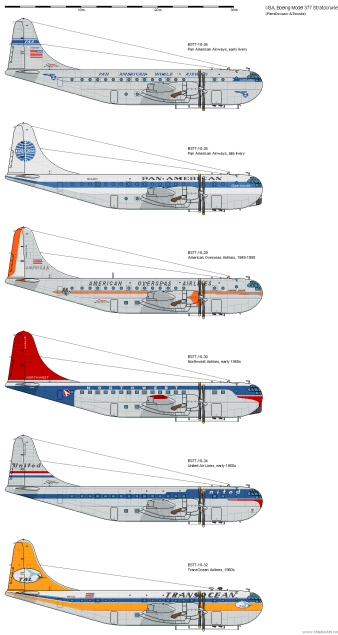
Nov 9, 1944 – First flight of the Boeing Model 377. The aircraft's US Army Air Force designation was XC-97. Boeing used their design experiences, tooling tooling from the B-29 program, and skilled artisans to produce a cargo air-lifter, the C-97 Stratofreighter. Major components such as the wing, empennage, and engines were nearly identical to those used on the B-29. The major difference with the fitting of an upper lobe to the fuselage creating what is called a “double-bubble” configuration. Less than 100 were built and it was replaced by the Douglas C-124 Globemaster II.



XC-97

Boeing then used it as the basis for their commercial 377 Stratocruiser, a transoceanic airliner with luxury accommodations. However, the Pratt & Whitney Wasp Majors, the same as used on the B-29s were maintenance nightmares. The power-plants each consisted of 28 massive cylinders ranged in four banks of seven cylinders each and adequate cooling created major problems, especially at high power settings.

Propeller failures were frequent and fuel consumption was prodigious. Radial engine technology for aircraft had reached its terminus.



*PanAm, the launch customer bought 21, Northwest 10, American Overseas Airlines 8, United 7, BOAC 6 and Scandinavian Air Systems 4. Transocean 18, used. Israel operated 7 as the Anak and also acquired 4 KC-97G tankers.*

Only 55 production models and one prototype were manufactured and Boeing took a financial bath on the Stratocruiser. Two of the airlines, Northwest and Pan American were awarded government subsidies to buy and operate the Stratocruiser which generated cries of protest and allegations of graft from competing airlines. But the jet age was imminent and the Stratocruisers were passé with U.S. airlines by 1960.

What appears to be a high loss model line was saved by the decision of the USAF to replace the B-29 and B-50 tankers modified from bombers and develop the 377 into the KC-97 strategic tanker equipped with a tail mounted boom for transferring fuel. The need to service the Strategic Air Command and Tactical Air Command bombers and fighters resulted in 811 tankers entering the Air Force inventory and smiles on the faces of the Boeing executives and stockholders.



*Anak, 377M, named Masada, formerly Pan Am's Princess of the Pacific at the Israeli Air Force Museum.*



*KC-97G & KC-97L*

*The L model has supplemental jet power.*

Our own Lt Col Sparky Doucette spent many an hour as a KC-97 navigator.

The most unusual modifications of the 377 was the Aerospace Lines Guppy series, Pregnant, Super, Mini and Turbos to carry super-large cargoes.



*Tillamook Air Museum's Mini Guppy*

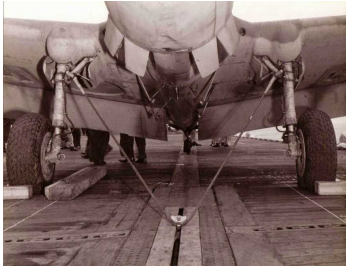


*384<sup>th</sup> AFREFS & young lieutenant Doucette in lower right with crew T-07-2 (Credit: Doucette Collection)*

Nov. 10, 1942 – USS Chenango (CVE-28) carries 75 USAAF P-40 Warhawks to participate in Operation Torch, part of the Allied invasion of North Africa. The aircraft catapult off the carrier and land at the captured airfield at Port Lyautey in French North Africa and commence combat



operations.



*Improved Catapult  
Hook-Up*  
(Credits: USN)

*P-40F  
catapulted  
off the USS  
Chenango.*



At the same time, SBD Dauntless dive bombers off *USS Ranger* (CV-4) attack the Vichy battleship *Jean Bart* and French armored columns on shore. Some Vichy tanks are destroyed by depth charges armed to explode on impact!



*Armstrong power  
repositions a  
Dauntless on the  
Ranger.* (Credits: USN)

The *John Bart* is damaged by two 500 lb bombs and gunfire from the *USS Massachusetts*.



*Jean Bart under attack by Ranger's dive bombers.  
Note the anti-torpedo nets.* (Credit: USN)

The *USS Ranger* was the first U.S. Navy carrier built from the keel up as a carrier. The *Langley* (CV-1) was a converted collier and the *Enterprise* (CV-2) and *Saratoga* (CV-3) were converted battlecruisers. Too slow to serve with the Pacific

Fleet's fast carrier task forces, the *Ranger* spent most of her time in the Atlantic, home-ported at Quonset Point, Rhode Island supporting landing operations and ferrying aircraft.

The Navy's escort carriers, hull classification CVE, were sometimes called "jeep carriers" or "baby flattops." They were generally built on the hulls of commercial freighters or tankers so were cheap but slow and relatively unarmored. Wags said CVE stood for "Combustible, Vulnerable, Expendable." 122 were built in the United States and they served mostly on anti-submarine duty, invasion landing support or as aircraft ferries.



*USS Chanango ferrying a load of Warhawks to  
Africa.* (Credit: Nat'l Archives and Records)

Nov. 11, 1956 – First flight of the Convair B-58 Hustler. The Hustler was a speed demon, the first operational strategic bomber capable of flying at Mach 2. It lacked a bomb bay and carried a nuclear weapon and additional fuel in an expendable ventral pod. Emergency crew egress was accomplished by an ejection pod system which allowed for a Mach 2 bail-out by the three man crew.



*The second YB-58A*

The Hustler was a handful to fly having a number of unconventional flight characteristics due to its advanced design. She was also expensive to operate and her high speed and high altitude performance was compromised by the

development of Soviet surface to air missiles.

Counting prototypes, around 100 were built and the aircraft was operational for around 10 years until replaced by the FB-111. Along the way, its blistering speed resulted in a number of records for supersonic cross-country flight.

Nov. 12, 1921 – The birth of aerial refueling. Wesley May strapped a five gallon gasoline can weighing 35 pounds onto his back and clambered aboard a Lincoln Standard flown by Frank Hawks. The Standard joined up with a Curtiss Jenny flown by Earl Daugherty and May literally chinned himself from the top of the Standard to the bottom wing of the Jenny, a remarkable physical feat. May then moved into the front cockpit of the Jenny which gave him access to the fuel intake just behind the engine. The rest was relatively easy.



*Is a windshield cleaning and oil check part of the service?*

*(Credit Peter M. Bowers Collection, Seattle Museum of Flight)*

Nov. 13, 1942 – A U. S. Navy Vought OS2U Kingfisher floatplane rescues U. S. World War I ace Eddie Rickenbacker and two other survivors of a ditched B-17D Flying Fortress from a life raft. They had been adrift in the Pacific for 22 days.



*(Credit: National Archives)*



*“The Bug,” the actual OS2U Kingfisher seaplane that rescued Capt. Eddie Rickenbacker and two others. “The Bug” was a survivor of the attack on Pearl Harbor. (Credit: National Museum of Naval Aviation)*

The men that accompanied Rickenbacker on that flight were pilot Captain William Cherry, Jr., co-pilot Lt. James Whittaker, navigator: Lt. John De Angelis, radio operator Sgt. James Reynolds, flight engineer Private John Bartek and two passengers, Col. Hans C. Adamson and Staff Sgt Alexander Kaczmarczyk of Torrington, Connecticut, who died of exposure on the 13<sup>th</sup> day.

Nov. 14, 1935 – The prototype Noorduyn Norseman was tested at Pointe aux Trembles, Quebec by W. J. McDonough. This was the first all-Canadian designed bush aircraft. The designer, Robert Noorduyn, was a talented engineer with a long history of successes in the Netherlands, the United States, and Canada. It enjoyed a 24 year production run of just over 900 aircraft.

#### *Some Anecdotes from Norseman History*

During World War II, when Capt. Bernt Balchen, arguably the greatest high latitude airman of all time, was assigned to set up staging bases in Greenland for use in ferrying warplanes from the United States to Europe, he needed a ski-equipped aircraft for survey work. '

So he called his old friend, Bob Noorduyn, and acquired a Norseman for use during the survey, construction, and operation of the chain of air bases and meteorological stations along the west and east coasts of Greenland including the



infamous Blue West-8, later Sondrestrom AFB and now Kangerlussuaq Airport.



*Balchen after landing OA-10 on Greenland Ice  
Cap to rescue crew of a crashed B-17.*

Glenn Miller, big band conductor and musician, was serving as a major in the USAAF arranging and leading entertainment for the troops in World War II. He hopped a flight from England to France aboard a UC-64A Norseman but the aircraft disappeared over the English Channel for reasons never determined. The weather was unfavorable and carburetor ice was suspected but some arguments have been made that the aircraft was brought down by the explosions of jettisoned bombs from RAF bombers returning from Europe.



The unruly George “Buzz” Buerling, top Canadian Ace in World War II with 31+ victories, was killed when his Norseman caught fire and exploded while landing at Rome's Urbe Airport. Israel had just declared independence and Buerling on his way to fly Mustangs for the Israelis when they were attacked by Egypt, Jordan, Syria, Iraq and Lebanon.

Medie Traggis operated Westerly Flyers in Rhode Island used a Norseman for passenger and cargo service. In World War II, Traggis served as a fighter pilot and then built a 40 year career in corporate and general aviation flying for such diverse organizations as the Milwaukee Braves, Squibb Pharmaceuticals, and Schlitz Brewing.



Mike Hirsch, a friend of *The Coastwatcher* editor, was flying a Norseman full of sports parachutists at the Orange Parachute Center in Massachusetts when the engine packed up at 400 feet and the aircraft crashed into heavy brush and some small trees. Only two minor injuries resulted. Mike's stated "...that she was a good airplane and saved us all," a fitting epitaph for this rugged bush plane.



The Swedes purchased three after WWII but bush service is a hard service and all three crashed. One was restored and is in the Swedish Air Museum.



*The Swedish Air Force operated Norsemen as air  
rescue and ambulance aircraft.*