

*Missions for America  
Semper vigilans!  
Semper volans!*



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## **TRCS MEETING**

14 November, 2023

Open House

A cadet committee chaired by C/2dLt Stephen Buchko assisted by C/CMSgt Knets, C/TSgt Grogan, C/MSgt Dellacono, and C/2dLt Nicholas Buchko planned and then ran an Open House for parents and prospective cadets.

C/SrA Ryan Kreyszig talked about the history of the Civil Air Patrol, C/SSgt Adam Balfour briefed the audience on CAP's three congressionally mandated missions: Aerospace Education, Cadet Programs, and Emergency Services. Cadet Nicholas Buchko then described the offerings of cadet special activities and summer encampment.



*N. Buchko speaking to an audience numbering about 50, many out of view on the left.*

## **OUTREACH ACTIVITIES**

### *Ledyard Music Boosters' Holiday Market*

Maj Peske, Capt Deignan-Schmidt, and C/TSgt Isenburg staffed a booth at the Ledyard Music Boosters Holiday Market on November 11th. The public was educated on what the squadron does, the benefits of cadet and senior membership, the flying of aircraft via a flight simulator, and the sponsoring of wreaths for this year's Wreaths Across America. Maj Bourque, Capt Thornell, and SM Isenburg were in attendance.



*C/TSgt Isenburg and Maj Peske manning the TRCS booth.*  
(submitted by Capt Deignan-Schmidt)

### *East Lyme Veterans Day Ceremony*

TRCS took part in the East Lyme Veteran's Day Ceremony on Nov. 11th. Cadets Balfour, Boyle, Camacho, Currie, King, Knets, Mazzulli, Ryan and Stefanelli and Seniors Thornell, LeVan, Knets and Doucette attended.

### *Teacher Orientation Flight*

It has been said that the Civil Air Patrol is the best-kept secret in aviation. But the best-kept secret in the Civil Air Patrol is the Aerospace Education Member (AEM) program.

One of our AEMs enjoyed a teacher orientation flight on Saturday. Claudia Esposito is a 2<sup>nd</sup> grade science teacher at the Country School in Madison, Connecticut and owner of Cool-ology which specializes in STEM educational programs. She is a Boston University graduate with a bachelor's degree in psychology and art history and received her master's degree in early childhood education from Southern Connecticut State University.

Ms Esposito met Capt Adam Spreccace at Brainard airport where she was given a thorough briefing on flight planning, assisted with the walk-around inspection of a Cessna 182, and learning about the structure and control surfaces.



Once in the aircraft and after the required safety briefing, Spreccace explained the use of the flight and engine controls and discussed the plethora of

information available on the instrument panel.

The 0.9 hour flight was conducted in very good weather with only mild turbulence. Esposito was given a chance to exercise the controls and was treated to an aerial view of her school.



After landing, Esposito was presented with her TOP Flight certificate and Spreccace explained some of the services that the Squadron might provide to her classes.



She commented that *"It was an absolute thrill to take the CAP flight and I am truly grateful for the opportunity. The experience definitely enhanced my knowledge about flight. I will absolutely be sharing my experience with my students next week!"*

### *The AEM Program*

An AEM is a special CAP membership category for individuals interested in promoting or teaching aerospace education in formal or informal settings. Eligibility is open to educators in both formal and informal settings from K-12 education to youth groups, home schools, museums, and libraries

The benefits of membership include free national standards-based, hands-on K-12 curriculum

materials and programs, teacher orientation flights, STEM kit, Rocketry, and Cyber programs.

A one-time \$35 fee is submitted with an application for membership. Annual renewals are free.

Participants are eligible for grants and special recognition in the Aerospace Excellence Program. Each year a teacher is selected for the Civil Air Patrol Aerospace Education Teacher of the Year Award established to recognize and reward any Civil Air Patrol member who is a certified K-12 classroom teacher for outstanding accomplishments in aerospace/STEM education and who go "above and beyond" to ensure exciting and engaging programs for their students. The recipient will receive a \$1000 cash award, a commemorative plaque, and free room/attendance at the Civil Air Patrol's Summer National Conference for presentation of the award.

Thames River Composite Squadron is proud of the fact that we nominated the first two teachers to receive this prestigious national award. Stuart J. Sharack was honored in 2009 and Rachael Manzer in 2010.



*Col Peter Jensen,  
CTWG Commander  
congratulates Mr.  
Sharack*

*Mrs. Manzer with  
CAP legend, Col Mary  
Feik*



## TRAINING

### *Ham Radio*

A course leading to qualification for the FCC Technician Amateur Radio License will start on Wednesday, January 10 at 1800 and will run for 8-9 weeks.

The course is free and will be held at the Montville Red Cross Building in Uncasville. A course text may be purchased for approximately \$30. Contact Capt Deignan-Schmidt if you are interested.

TRCS has a six members who hold ham licenses: Lt Col Rocketto, Capt Kopycienski, Capt Thornell, Capt Schmidt, SM Regan, and C/1Sgt Knets.



*Capt Kopycienski who operates K1OPY, get it?*

### *Airborne Photographer*

One of the benefits of the new senior schedule which includes staff nights is that it provides an excellent opportunity to train members for operation qualifications and professional advancement. It also allows officers to pursue individual projects or fulfill required administrative duties.

Maj Scott Farley is the first to seize the opportunity and he spent the evening training 2d Lt Tina Gauthier and SM Kurt Levan in the techniques and art of airborne photography.



Farley's teaching style was exemplary and incorporated hands-on manipulation of the camera and its many accessories, use of the computer system to download imagery and send it to a customer, and the study of a typical mission, a Connecticut River Ice Patrol using a large scale map.

## CURRENT EVENTS

### *Hamas-Israel War*

The Israeli Air Force is using their F-35I Adirs for close air support missions against Hamas strongholds. Close air support means that the strikes are against an enemy in close proximity to friendly forces. An ordnance of choice is the GBU-31 JDAM (Joint Direct Attack Munition, a tail-kit which is attached to a general purpose munition and which uses GPS coupled to an inertial navigation system and aerodynamic strakes fixed to the bomb body. At peak accuracy, the circular error of probability is about 16 feet.



*F-35I and GBU-31 JDAMs (Credit: IDF)*

### *Reaper Drone Shot Down by Houthis*

The Department of Defense has announced that a 30 million dollar General Atomics MQ-9 Reaper was shot down over international waters off the coast of Yemen.



*The Reaper's Honeywell turboprop can provide up to 900 shp, lift a 3,800 lb payload and remain on station for over 24 hours.*

The Houthis are an Islamic rebel group involved in a civil war with the recognized government of Yemen. Their motto is "God is great, death to the US, death to Israel, curse the Jews, and victory for Islam". Since 2015, the Shia Houthis are also engaged in an on-and-off war with the Sunni Saudis who have been supported by eight other Arab nations.

The Houthis also have declared war against Israel. On October 19th, the *USS Carney*, a guided missile destroyer shot down four land attack cruise missiles and 19 drones over the Red Sea which were headed for Israel, probably the port of Eilat.

On October 31<sup>st</sup> Israeli Arrow 3 interceptor missiles downed a ballistic missile and two cruise missiles as they approached Israel. The missiles are supplied by Iran.

### *Dutch F-16 Vipers Dispatched to Train NATO and Ukrainian Pilots*

The Royal Netherlands Air Force is transferring 8-15 F-16 Vipers to the European F-16 Training Center's Air Base 86 at Fetești in southeast Romania. Instruction will be given by Draken International, a Florida based firm specializing in providing training in tactical air operations.



*One of the first Vipers with long range tanks, stilling bearing a RCAF registration.*

The aircraft will remain the property of the Dutch government but both the Netherlands and Denmark had pledged to provide Ukraine with aircraft after training is completed.

### AEROSPACE CHRONOLOGY

Nov. 15, 1999 – The U. S. Postal Service offers a new 33-cent postage stamp honoring the Boeing 747. During a 55 year production run, almost 16,000 various models of Joe Sutter's magnificent four engine wide-body aircraft.

According to Guinness world records, the greatest number of passengers ever carried by a commercial airliner is 1,088, two of which were babies born on the flight and flown on an El Al 747 during Operation Solomon, the evacuation of Ethiopian Jews



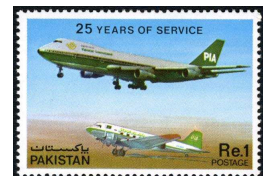
*El Al removed the seats and to make more room to crowd in the undernourished refugees.*

The 747 has appeared on the postage stamps of many nations. It is a practice for postal agencies to print commemorative postage stamps for collectors as a revenue raising measure.



*Note that the price for the “Jumbo Stamp” is also jumbo.*

### *Historical Themes*



### *The Commonwealth*

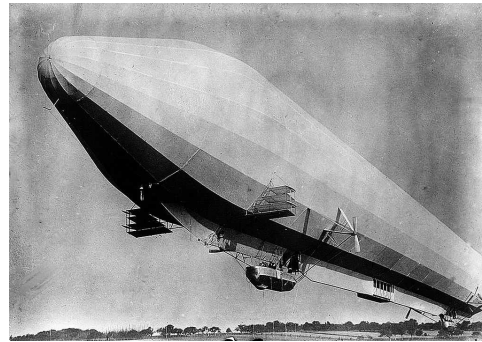


### *Asia*



### *Europe*





*LZ 27—  
First airship  
constructed  
for DELAG*

Nov. 16, 1909 – The world’s first commercial airline, DELAG, *Deutsche Luftschiffahrts Aktiengesellschaft* or "German Airship Travel Corporation" is founded. Alfred Colsman, the business manager of *Zeppelin Luftschiffbau*, “Zeppelin Air Ship Builder,” gained both funding and promotion for passenger flights from Albert Ballin, the head of the Hamburg-America Line, the world's largest shipping company.



DELAG was not only the first commercial airline but offered the first international and trans-Atlantic service and employed the first flight attendant, Heinrich Kubis. Their fleet consisted of the airships LZ7 and LZ8, both named *Deutschland*, LZ10, *Schwaben* and LZ13, *Hansa*. After World War I, the LZ120, *Bodensee* and the LZ121, *Nordstern* became the first airships especially designed for passenger use.

In 1935, the Nazis took over and DELAG was renamed *Deutsche Zeppelin-Reederei*, German Shipping Company, but the Hindenburg disaster ended commercial service with airships. However, a new *Deutsche Zeppelin-Reederei* was incorporated in 2001 and adopted the innovative Zeppelin NT series for their restoration of some of the former services.

Nov. 17, 1941 – General Oberst Ernst Udet, Luftwaffe's Director-General of Equipment and the second-highest German ace of World War I with 62 victories commits suicide.



*Udet and  
his Fokker  
DVII*

*Udet in a Luftwaffe  
Uniform  
(Credit: Federal German Archive)*



During the interwar period, Udet made his name as an aerobatic pilot, aircraft manufacturer, and playboy.



*Udet's Traveling Bar*

Udet fostered the development of the dive bomber class of aircraft, but was a lack-luster administrator and inept player in the political machinations of the Luftwaffe war machine. Clashes with Reichsmarschall Herman Göring and Generaloberst Erhard Milch

Ironically, his funeral led to the death of two high ranking Luftwaffe officers, tactician and the first fighter pilot to score 100 victories, Oberst Werner Mölders and General der Flieger Helmuth Wilberg, both of whom perished in separate air crashes on their way to Udet's burial.

Nov. 17-19, 1954 – A Boeing B-47E Stratojet flown by Colonel David A. Burchinal, commander of the 43rd Bombardment Wing, departs the USAF base at Sidi Slimane, Morocco bound for Fairford RAF Station in England.



*The B-47 flight line at Sidi Sliman and Burchinal 20 years after the record setting flight. (Credits; USAF)*

But Fairford was closed due to weather so a decision was made to return to Sidi Slimane. After returning to North Africa, Burchinal decided to use the flight time for further training, specifically celestial navigation time needed to fulfill qualification requirements for the observer and extended the flight plan to take advantage of the opportunity to continue the flight back to Fairford.

While waiting for a field to open in the United Kingdom or France, the aircraft was air-refueled nine times and spent 47 hours 35 minutes aloft before managing to land in England! The 21,163 miles covered, equal to 80% of the equatorial circumference of the earth and set a new record. One wonders why an alternate airfield was not selected.

As it turns out, Burchinal had been planning to set a new record. An Air Force special mission had been planned, but never flown. It was a 22 hour flight coded “Globe Trotter” or “Long Legs” and involved accumulating data to support the Air Force global reach goals. The Air Force regs demanded special permission for a “spectacular flight” but the record setting flight had been planned as part of normal operational requirements and only extremely bad weather over the United Kingdom and France had “forced” a change in the original flight plan. Burchinal argued that it was not a special flight requiring permission from higher headquarters. So the canny colonel took the opportunity to fly a pre-approved special mission.

Burchinal flew with a select crew who needed to fulfill genuine training requirements, assured that the aircraft was prepared for a long flight, especially engine oil and crew oxygen, outfitted it with a chemical toilet for crew comfort, an air mattress for scheduled crew rest and sufficient rations.

After landing, superiors made mild threats about charges being levied but testimony from Burchinal and his crew was good enough to make any case for violation of Air Force regulations weak and not worth the effort. As for his career. David A. Burchinal retired as deputy commander in chief, United States European Command with four stars on each shoulder.

Sidi Slimane has been memorialized in song. Go to Oscar Brand's *Wild Blue Yonder: Songs for a Fighting Air Force* on *You Tube* to hear it. One might think after studying the lyrics that this explains the real reason why Burchinal did not select Sidi Slimane as his alternate field when weather closed down Europe.



*Now gather 'round closely, I'll sing this refrain  
about life in Morocco, here at Sidi Slimane.  
There's not enough women, to grace this bare land  
but there's plenty of flea-bites of dungheaps and  
sand.*

*The heat in the daytime will wither your soul  
and through the long evenings, you will shiver  
with cold.*

*It's so dirty and sticky, with the heat & the smell  
you'll think you've been buried, and you've gone  
straight to hell.*

*Each pilot then swears he has been wrongly  
assigned  
and the Air Force Commander has gone out of his  
mind.*

*While he sits there a sweating, wond'ring why he  
is here  
the salt from his teardrops, makes his whiskey  
taste queer.*

*And the boys you will notice, who take it so hard  
are the recalled Reservists & the Air National  
Guard.*

*But with all of their whining, there's one thing  
that's clear  
sure it's rough in Morocco, but it's death in Korea.  
Welcome Air Force Man to Sidi Slimane!*

Nov. 19, 1940 – Canada forms the Air Cadet League of Canada established to train 12-18 year-olds for future enlistment in the RCAF. Today, the League supports and oversees the Royal Canadian Air Cadet program, similar to the Civil Air Patrol.

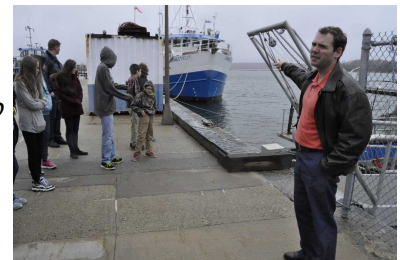


Seven years ago, Thames River Composite Squadron was honored when they hosted 29 members of the 173<sup>rd</sup> Royal Tiger, Royal Canadian Air Cadets, from Trenton, Ontario. The Royal Tigers were on a week long trip and spent two days in Groton.



*Former TRCS member, USCGA C/2C Brendan Flynn took the Canadian cadets on the Academy tour.*

*The guide at UConn's oceanography lab was Ph.D candidate and TRCS member Stephen Schmidt.*



They toured the U.S. Coast Guard Academy, University of Connecticut Oceanography Laboratories, Survival Systems USA, the U.S. Submarine Base and participated in social activities and a joint meeting with Thames River Composite Squadron cadets.

Nov. 20, 1953 – Scott Crossfield pilots the Douglas D-558-2 Skyrocket to 1,291 mph, the first flight to exceed Mach 2. Three Skyrockets were



built to explore high speed flight and they logged 313 flights, 88 of which were flown by Crossfield.



*Skyrocket  
launched  
from a Navy  
2PB-1S*



*Generalmajor  
Lettow-  
Vorbeck and  
Schutztruppe  
Askaris*

*Crossfield on the cover of  
Life magazine after his  
record flight.*



The Skyrocket used four Reaction Motor rockets which were the same as those used in the Bell X-1 but it also had, at some phases in development, a Westinghouse turbojet which allowed it to make ground take-offs rather than air drops from the P2B-1S mother ship, a Navy modified version of the B-29.

Nov. 21-24 Nov., 1917 – The German navy airship L-59, Zeppelin LZ-104, "Das Afrika-Schiff," lifts off in an attempt to resupply the *Kaiserliche Schutztruppe für Deutsch-Südwestafrika*.

Paul Lettow-Vorbeck, commanded the *Schutztruppe* and his small force of German and African soldiers fought the united powers of Great Britain, Belgium and Portugal for all of WWI in a brilliant guerrilla campaign. Outnumbered ten to one, Lettow-Vorbeck ceased fighting two weeks after the European Armistice. News travels slowly across the African veldt.



The *Schutztruppe* was a colonial force manned by native troops and commanded by European Officers. The British equivalent was the King's African Rifles. Other colonial powers established similar units.

The flight of the L-59 was a last ditch effort of the German government to resupply the *Schutztruppe*. She carried 15 tons of supplies. Since there was no way to replenish her hydrogen supply in Africa, the plan was to cannibalize her and use the salvaged materials to improvise useful articles such as bandages and tents from her fabric covering and radio masts from her structure.

Under the command of *Kapitänleutnant* Ludwig Bockholt, L-59 departed Jamboli, Bulgaria on what was expected to be a one-way journey. With some difficulty, she made it as far south as the Sudan when the mission was aborted.



The proposed safe landing ground near Mahenge, Tanzania had been captured by the Allies and the *Schutztruppe* has been forced to seek refuge in the mountains where a landing would have been near impossible. Turning north, L-59 returned to Jamboli after a 4,100 mile 96 hour flight, the world record for airships at that time.

Five months later, L-59 left Jamboli with orders to bomb the Royal Navy base at Malta. Some accident occurred and she blew up over the Mediterranean with the loss of the entire crew.



*Route of the Aborted Flight*  
(Credit: Chrischerf)

## ERRATUM

Once again, Col Larry Trick, MDWG, keeps Coastwatcher honest, spotting a mistake in the last edition's article on the Boeing Model 377.

The service test YC-97s were equipped with the same engines as the B-29A, four Wright R-3350-23 Duplex-Cyclones producing 2,200 hp each.

However, the KC-97s used four Pratt & Whitney R-4360B Wasp Majors turning out 3,500 hp each. They also needed the taller vertical stabilizer developed for the B-50.

Our research assistant has been remanded to the Coastwatcher Dungeon, and will serve one week on bread and water.



*YC-97 at Fairfield-Susun AAF Base*  
Credit: Bill Larkins



*KC-97G at March AFB 592 were built.*



*KC-97L at Dyess AFB sporting two J-47 auxiliary turbojets. 81 were built.*