



*Missions for America
Semper vigilans
Semper volans!*

*Publication of the Thames River Composite
Squadron
Connecticut Wing
Civil Air Patrol*

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Issue 16.32

30 August, 2022

06 SEP-08 OCT-TRCS Fruit Sale
06 SEP-TRCS Meeting-Sr. Staff
13 SEP-TRCS Meeting-Commander's Call
20 SEP-TRCS Meeting
22- 25 SEP - Durham Fair Parking Detail and
Animal Pull Event (volunteers needed)
27 SEP-TRCS Meeting
04 OCT-DTRCS Staff Meeting
11 OCT-TRCS Meeting Commander's Call

CADET MEETING

30 August, 2022

Cadets reported on their encampment experiences. C/A1C William Stahl attended for the first time. His favorite experience was the ride in a Blackhawk helicopter and his favorite foods were hot dogs, burgers, and chili.

C/Maj Noah Bosse was the Bravo Flight Commander. His take-away on leadership is that "In order for a team to succeed, the leader must sacrifice some of their well being to better support the team."

Bosse also reported that C/CMSgt Mitchell Rathbone was awarded honors for his work as the Hotel Flight sergeant.

C/2dLt Aneliese Mazzulli also served as a flight sergeant. She reports that the whole week was a leadership lesson from barracks life to working with her flight.

All cadets submitted positive reports and all of them stated that the experience would be worth repeating.

C/2d Lt Matthew Fago, who attended the Connecticut Fire Academy and is an Emergency Medical Responder and Cadet Firefighter with the Hebron Fire Department presented a detailed and thorough illustrated treatment about fire hazards and fire safety.

Maj Roy Bourque engaged the cadets in a discussion of NASA's Artemis mission to the moon. He and the cadets discussed the technology involved, the justifications for the expense and the long term implications of a return to the moon.

SENIOR MEETING

30 August, 2022

No Meeting

AEROSPACE HISTORY

August 31, 1965 – First flight of the Aero Spacelines Super Guppy.



(Credit: Informationwarfare)

John M. Conroy, another out-of-the box thinker, saw an opportunity to fill a niche in the air transportation business. Conroy was a former WWII bomber pilot and set transcontinental records in both jet fighters and business jets. He was having dinner with Lee Mansdorf, another pilot with a similar background and learned that Mansdorf had just bought a couple of Boeing 377 Stratocruisers and did not know what to do with them.

Conroy knew that NASA was struggling with the problem of transporting the very large Saturn-IVB rocket boosters from California to Florida via the Panama Canal, an exquisitely slow process for a nation involved in the space race. Conroy hit upon the idea of enlarging the Stratocruisers and air transporting the rocket components.

The first Guppy, the Pregnant Guppy, flew on September 19, 1962 with Clay Lacey and Conroy at the controls.



*Pregnant Guppy
(Credit: NASA Dryden Space Flight Center)*

This was about a year after President Kennedy boldly said:

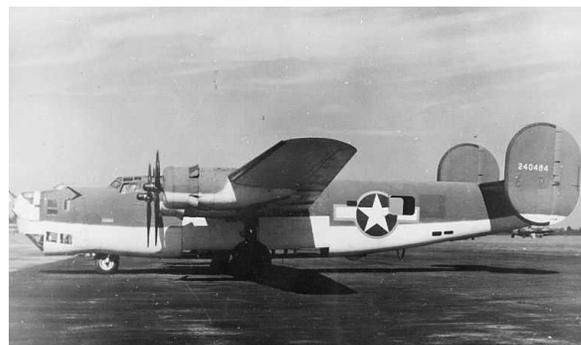
We choose to go to the moon. We choose to go to the moon in this decade and do the other things, not because they are easy, but because they are hard, because that goal will serve to organize and measure the best of our energies and skills, because that challenge is one that we are willing to accept, one we are unwilling to postpone, and one which we intend to win, and the others, too.

Once NASA bought into the idea, the transit time of three weeks was reduced to 18 hours.

Within a year, the Super Guppy flew. Five were built.

They say that the face of Helen of Troy launched a thousand ships. The Guppy concept resulted in the eventual launching of approximately two dozen modified out-sized carriers: the Boeing 747LCFs, Antonov An-225, and the Airbus Beluga and Beluga XL series.

September 1, 1943 – Allied anti-submarine tactics and technology have reduced German U-boat activity to a “manageable” level. The United States Navy and Army Air Force brokered a deal in which the AAF would transfer the mission to the Navy. The AAF turned 77 specialized anti-sub B-24 Liberators to the Navy in exchange for an equal number of unmodified B-24s from the Navy's allocation.



USAAF Anti-Submarine Liberator. The retracted radar dome is barely visible behind the open bomb bay. (Credit: USAF-USAAF)

At this time, the Army Air Forces Antisubmarine Command was disestablished and the AAF relieved the Civil Air Patrol of its Atlantic and Gulf Coast patrol duties.



CAP TIMELINE FLIGHT
Beechcraft Staggerwing B-17L NC15407 "Jezebell"
©1942 Coastal Patrol Base No 2, Rehoboth Beach, Delaware © 2021 Ron Finger, ronfinger.com

Ron Finger of Redpine Studios has painted a stunning series of CAP aircraft portraits. Go to ronfinger.com to view the collection.

September 2, 1944 – Charles Lindbergh received War Department permission to act as a civilian technical consultant for United Aircraft. He traveled to the South Pacific and flew a bombing mission. He continued to fly with the Marines and the Army Air Force as an “observer” on a variety of missions.

He evaluated the Corsair's combat efficacy and reported his results to Vought. Lindbergh also figured out how to double the bomb load.



Lindby with VMF-115 pilots on Emirau in the Bismarck Archipelago

He also spent time with the USAAF P-38 pilots. The combat range of the aircraft was around 500 miles. Lindbergh showed that “oversquare” engine operations (using a higher manifold pressure and rpm) and aggressively leaning the engines could add 200 to 250 miles to the Lightning's range.



Lindby conferring with ace Tom McGuire on Biak Island, July 1944.

His time as an “observer” included around 50 fighter sweeps and strafing missions and he managed to shoot down one Japanese aircraft.



Lindbergh taxiing an F4U-1 from VMF-224 at Roi-Namur, Kwajalein Atoll, Marshall Islands, circa 1944.

September 3, 1925 – It is the state fair season in the midwest. The USS *Shenandoah*, a Navy dirigible has been sent on a publicity tour of the states and fairs.



Alas, the state fair season coincides with the line squall and tornado season. A violent updraft in a squall line carried the airship upwards beyond its pressure limits and she was torn apart. Fourteen crew members died but heroic performances and luck saved 31.



Wreckage of the ZR-1 (Credit:Shenan)

Billy Mitchell issued a 6,000 word press statement in which he alluded to the Shenandoah disaster and a recent attempt by the Navy to fly to Hawaii stating

These accidents are the direct result of the incompetency, criminal negligence, and almost treasonable administration of the national defense by the Navy and War Departments. In their attempts to keep down the development of aviation into an independent department, separate from the Army and Navy and handled by aeronautical experts, and to maintain the existing systems, they have gone to the utmost lengths to carry their point. All aviation

policies, schemes, and systems are dictated by the nonflying officers of the Army or Navy who know practically nothing about it. The lives of the airmen are being used merely as pawns in their hands.

The great Congress of the United States, that makes laws for the organization and use of our air, land, and water forces, is treated by these two departments as if it were an organization created for their benefit, to which evidence of any kind, whether true or not, can be given without restraint. Officers and agents sent by the War and Navy Departments to Congress have almost always given incomplete, misleading, or false information about aeronautics, which either they knew to be false when given or was the result of such gross ignorance of the question that they should not be allowed to appear before a legislative body.



Mitchell testifying before Navy Board about the Shenandoah disaster.

In October 1925, he was charged with violation of the 96th Article of War. The court martial was held in November and Mitchell was found guilty and suspended for five years with loss of pay.

September 4, 1950 – Captain Robert Wayne was pulling his F-51 Mustang out of a strafing run when North Korean ground fire set his aircraft ablaze. Badly burned, bailed out and landed in a rice paddy five miles behind enemy lines.

While his squadron mates flew top cover to keep the North Koreans at a distance, the 3rd Air Rescue Squadron launched a Sikorsky H-5 crewed by 1st Lt. Paul van Boben and Cpl. John Fuentez.



H-5 helicopter used in the rescue - from left, Captain Ray S. White (Capt. Wayne's wing man), 1LT Paul van Boven, Cpl. John Fuentez. Photo (Credit: Truman Library)

Night was falling but Wayne was successfully extracted. This was the first rescue of a downed pilot from behind enemy lines by a helicopter.

September 5, 2012 – In a carefully crafted series of publicity stunts, Vladimir Putin, President of Russia, donned a fluffy set of white overalls and “assisted” by a co-pilot, took a motorized hang glider aloft in an attempt to teach newly raised Siberian Cranes the migratory route to their winter nesting grounds in India and Iran.



Previously, Putin had tranquilized a tiger, collared a polar bear, rode bare-chested over the Steppes and bathed in frigid Lake Seliger to celebrate the Epiphany, the baptism of Christ Jesus.

Putin made three attempts to fly formation with the young cranes but they exhibited a reluctance to

join up. Perhaps more persuasive methods might be applied to get a more cooperative attitude from the young birds?

September 6, 1965 – The first air-to-air kill by a Mach 2 aircraft using a guided missile was scored by Pakistani Air Force Lt. Aflab Alam Khan. Flying a Lockheed F-104A Starfighter, during the Kashmir War. Khan jumped four Indian Air Force Dassault *Mystère IV*s which were strafing a train. He uses an AIM-9 Sidewinder missile to make the kill and damaged a second.



*PAF F-104A and IAF *Mystère IV**



CATCH-UP



Cadets engaged in a team building exercise (Credit: Capt Tina Trotochaud)

Corrections

The early LISP flight on Sunday was flown by Lt Spreccace and Capt Trotochaud on Sunday. Lt Spreccace and Capt Trotochaud flew the late flight