



*Missions for America  
Semper vigilans!  
Semper volans!*

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

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Issue 16.29

19 July, 2022

- 23 JUL-Water Survival-Rogers Lake-1000 EDST
- 24 JUL-CTWG SAREX
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- 02 AUG-TRCS Meeting
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### **CADET MEETING**

19 July, 2022

Capt Trotochud led a character development seminar on how to receive and implement feedback. Examples of different types of feedback were discussed.

Lt Schmidt ran a Wingman Course for new cadets Balfour and Dellacano



### **SENIOR MEETING**

19 July, 2022

Lt Richardson led a round-table discussion about recruiting new senior members and cadets. Suggestions were made about various ways to improve the productivity of our recruitment activities.

Capt Kopycienski presented a humorous and comprehensive safety briefing about the hazards of summer.

### **PROMOTIONS AND AWARDS**



*Cadets Balfour and Dellacono received the Curry Award and advancement to C/Airman.*



*Cadet Stahl earned the Hap Arnold Award and promotion to C/Airman First Class*

The following seniors supported the activity: Lts Richards, Schmidt and Thornell and Majs Farley and Bourque. Participating cadets were Dellacono, Mazulli, Isenburg, Fago, Knets, Schafer, Thornell, Bosse, and Stahl.

*Cadet Trotochaud received the Doolittle Award and promotion to C/Senior Master Sergeant*



## AEROSPACE HISTORY

### *Anniversaries of Past Events*

July 20, 1969– On this date the Editor was sitting a lounge area in the Hotel Opera in Bangkok, Thailand and therein lies a story. The Hotel Opera was a favorite hang-out of both the Peace Corps volunteers and the snake eaters from the U.S. Special Forces. They got along amiably because I suspect they could speak Thai and were the only two groups of Yanks in country who had a solid grip on what was going on.



*Cadet Schaffer received the Pro-Marksman Rifle qualification medal.*

*C/Maj Thornell earned Cadet Achievement 16, the last step before promotion to C/LtCol.*



Anyway, we were all sitting around waiting to watch Neil Armstrong take "...one small step for man, one giant leap for mankind." The chat varied from "where to buy the best emeralds, where could you get a good bowl of *kaeng phet*, how to get the best exchange rate for the Thai *bhat* and what really happened on the bridge at Chappaquiddick?

## NORTH STONINGTON FAIR

Lt Richards organized the TRCS outreach program at the North Stonington Fair. Seniors and cadets manned out booth for four days, answering questions about CAP and seeking interested recruits

The room silenced as Armstrong gingerly climbed down the ladder from the Eagle's descent stage. As he stepped onto the lunar surface, the room broke out in cheers and another case of beer was broken out to celebrate Apollo 11.



*Cadets Bosse Schaffer and Thornell inspect a vintage Ford.*

*An impromptu paper airplane race held next to the TRCS booth.*



*The Crew of Apollo 11*

Move forward a half century. Cadet Daniel Hollingsworth, Spaatz Cadet 2017, USMA, Class

of 2022 was having a family gathering and he invited me to meet his grandfather. Loren Hollingsworth, was a Special Forces operator who was one of the pioneers of the high altitude-low opening parachuting technique. Our conversation drifted around different topics of mutual interest and one of them were foreign countries in which we had worked. Thailand came up and I mentioned that I had been in Thailand when the Apollo 11 mission landed on the moon. And furthermore, I had watched the event with a mixed group from the Peace Corps and Special Forces in the Hotel Opera. And he responded that he had been one of those soldiers! The world truly is a small space.

July 21, 1919 – Anthony Fokker opens the Dutch Aircraft Factory at Schipol.



Fokker had founded his first company, *Fokker Aeroplanbau*, in 1912 in Johannisthal, the site of the first German airport. When World War I broke out, the government took over the factory but Fokker remained as director and designer. Remember that The Netherlands, his native country was a neutral.

While manufacturing aircraft for the Central Powers, Fokker developed a mixed reputation as both a businessman and a designer. He was often at odds with the German government but a number of successful designs emerged from his factory and he played an important role in the development of the interruptor mechanism which allowed an aircraft to fire a machine gun through its propeller arc.



*A D.VII, perhaps the best fighter of WWI at Fokker's home field at Johannisthal.*

Under the terms of the armistice, Germany was forbidden to construct warplanes so Fokker moved back to The Netherlands and opened the *Nederlandse Vliegtuigenfabriek* (Dutch Aircraft Factory). The new enterprise received a bountiful boost by smuggling hundreds of surplus aircraft, engines and spare parts out of Germany.

The factory concentrated on producing civil aircraft and the single engine Fokker F.VII and the well received tri-motor version were very successful. It was not only adopted by many airlines and military forces but acquired a reputation as the aircraft of choice for pioneering long distance record setting flights and endurance records.



*On the 28th of October, 2017, KLM flew its last Fokker 70 bringing to an end 97 years of service by Fokker aircraft.*

July 22, 1933 – Wiley Post lands at Brooklyn's Floyd Bennet Field after a 7 day, 18 hour, 49

minute solo circumnavigation of the earth. Two years earlier, he had completed an 8 days, 15 hours, 51 minute round-the-world flight accompanied by navigator Harold Gatty.

On this second trip, he equipped his Lockheed 5C Vega, the Winnie May with an autopilot and radio compass. The aircraft, which he flew on both trips had been designed by Jack Northrop and Jerry Vultee, both of whom would go on to found their own aircraft manufacturing companies.



*(Credit: Oklahoma Historical Society)*

The highly streamlined design was one of the first to utilize the NACA cowling which had been developed by Fred Weick who also went on to start his own company. The advantage of the cowling is its ability to reduce drag inherent in a radial engine while at the same time improve cooling.

July 23, 1954 – The Chinese People's Liberation Air Force (PLAAF) shoots down a Cathay Pacific DC-4 off Hainan Island. The aircraft was flying from Bangkok to Hong Kong with 13 passengers and a crew of six.



*(Credit: Clinton Groves)*

Cathay Pacific had been founded in 1946 by two former Chinese National Air Company pilots, Australian Sydney deKantzo and American Roy Farrell. Their first aircraft were DC-3s but they soon acquired surplus C-54s (DC-4s) from the USAAF.

A half hour out, two PLAAF Lavochkin La-11 Fang fighters appeared and opened fire, setting the two outboard engines ablaze. The radio operator repeatedly sent “Mayday” calls as the aircraft descended. The pilot attempted evasive maneuvers but the control surfaces were damaged and the pilot, Capt. Philip Blown was forced to use differential engine thrust to execute a ditching in the rough seas.

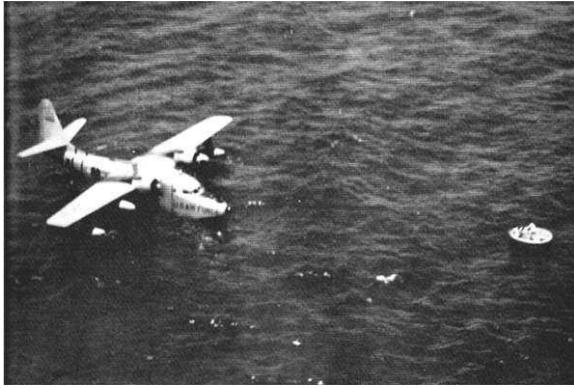


*Chinese Communist La -11*

The aircraft broke up. Ten of those aboard had been killed by the gunfire but the nine survivors managed with difficulty, to board the sole life raft. Another airliner spotted the raft and the Royal Air Force, French Air Force and United States Air Force dispatched rescue planes.

Two of them were capable of water landings, an RAF Short Sunderland flying boat and a USAF Grumman SA-16 Albatross. Both aircraft spent time circling the dinghy in order to evaluate the landing conditions.

Finally, the Albatross landed in relatively calm waters in the lee of a nearby island, taxied to the dinghy and took the nine survivors aboard. One of them died just ten minutes before the Albatross landed at Hong Kong.



*Albatross approaching the life raft.*

No clear reason has ever been determined as to why the attack took place. Both Britain and the United States send the *pro forma* “sharp” letters of protest to the Chinese Communists and they admitted responsibility and paid compensation to the victims and Cathay Pacific.

Three days after the shoot-down, two Douglas A-1 Skyraiders off the *USS Philippine Sea* were continuing the search for survivors. They were attacked by two PLAAF La-11s. The naval aviators shot both of them down.

July 24, 1926 – Two Deutsche Luft Hansa Junkers G 24s depart Berlin on a round trip to Peking, China.



Stopping ten times, they landed in Peking on September 8<sup>th</sup> and returned to Germany on September 26<sup>th</sup>, a 12,400 mile round trip.

July 25, 1909 – Louis Blériot makes a quick £4,000 in a 37 minute flight from Calais to Dover, the first heavier-than-air aerial crossing of the

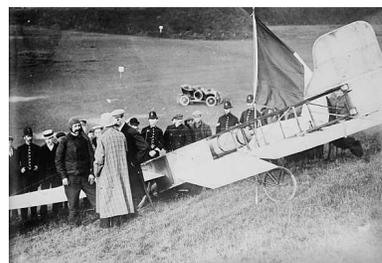
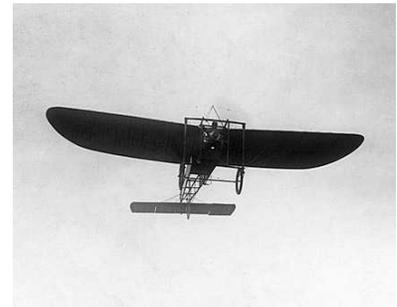
English Channel. He won a £1,000 prize from the British newspaper *Daily Mail* and £3,000 from a grateful French government, proud that one of their countrymen had been first over *La Manche*.

In 1785, Frenchman Jean-Pierre Blanchard and American John Jeffries made the first crossing in a balloon.



*Propping the Engine.*

*On Its Way!*



*Rough Landing Near Dover!*

*(Credit: Library of Congress)*

Blériot, inventor of the first practical monoplane and the first to use a combination of joystick and rudder pedals made the flight in his Blériot Type XI powered by a 25 hp Anzani 3-cylinder engine.

July 26, 1969 – LtCol William H. Rankin, USMC, was forced to eject from his Vought F8U-1 Crusader when the engine failed and the ram-air turbine which supplies emergency power to the controls failed to deploy. The ejection took place at 47,000 feet over a cumulonimbus cloud

containing a thunderstorm. Rankin entered the cloud and was punished by the turbulence, cold and hail. He was suffering from decompression and frostbite and the parachute opened prematurely instead of at the designed 10,000 feet!



**TWO READERS COMMENT ON THE MARANA REFERENCE IN THE LAST EDITION**

*Tom Petry*

The tangential reference to Marana Field, Arizona brought replies from two readers. Tom Petry, who once served with Thames River recently did some tough-and-goes at the airport which I referred to as Marana Field. It is now called Pinal Air Park (MZJ). The airport formerly called Avra Valley Airport is not called Marana Regional Airport (AVQ).

The region around Tucson is carpeted with abandoned WWII training fields. Paul Freeman's website, *Abandoned and Little Known Airfields*, lists 19 former airports in the Tucson area, some of which had multiple names over the years.

*LtCol Carl Stidsen*

LtCol Carl Stidsen took up the challenge to identify the aircraft on the Marana Ramp which I took when I was there. Here is his report.



*Crusader Ram Air Turbine Deployed.*  
(Credit: Kinzey)

*U.S. Navy Lt (jg) ejecting from an RF-81 Crusader under benign conditions on November 13, 1963.*



For 40 minutes, Rankin rode the updrafts and downdrafts, nearly drowning in the heavy rain and finally landed in a forest. Bleeding and wracked by the pain of his many injuries, Rankin managed to get to a road, flag down a car which took him to a hospital, the battered holder of a new record, the longest parachute descent in history.



*I looked at the photo of Marana and expanded it to 500X for clarity, and noted the following aircraft on the ramp: Boeing B-17 (one), Curtiss C-46 (two),. Armstrong-Whitworth Argosy (one), North American T-28 (two), Cessna 185 (one) , Aero Commander (one),*

*Beech 18 (one), Boeing 707 (two), Convair 880 (two).*

*The clue for the 707/880 is in the extended wing root. The 880 had it, the 707 didn't.*

*The clue for the C-46 is the long skinny horizontal stabilizer, unlike the DC-3/C-47's shorter, thicker one.*

*The clue for the Aero Commander (520?) is the shoulder-mounted wing, twin engines & tricycle gear.*

*The Armstrong Whitworth Argosy has a unique planform.*

*Given that Intermountain Airways spelled their initials CIA, the mix of aircraft was not unusual. They had several B-17s which were used for recon and agent insertion into Red China in the early 50's. By the way, the one time I stumbled into Marana (in 1966) I got chased away before I could take any pictures. They were modifying a number of Lockheed P-2H Neptunes to drop sensors along the Ho Chi Minh Trail.*

Stidsen also brought up an anomaly about the R 24 dirigible flight. The officer who parachuted out to organize the ground handling crew was J.E.M. Pritchard. Stidsen says that he was not a major but a flight lieutenant. However, a check of the references in *The Coastwatcher* library and on the internet all stated he was a major with one exception.

An article called *A Century of Transatlantic Flying* also refers to him as a major but has a picture of him which refers to him as a flight lieutenant of the Royal Naval Air Service. In the picture, Pritchard is wearing a uniform with the epaulettes of a Royal Navy lieutenant!



*Pritchard was the official photographer on the flight of the R 34.*

#### *The B-17 at Marana*

The B-17G at Marana has an interesting background. It is a cold war veteran and flew intelligence missions over China with Taiwanese crews. It eventually was operated by Intermountain and then transferred to Evergreen International Aviation, another CIA proprietary company.



Evergreen had purchased both Marana Airport as a base and Johnson Flying Services of Missoula, Montana, known for the development of the "smokejumpers," fire fighters who parachuted to the scene of a forest fire.

There was a nice little complex of motel units at Marana and a very hard looking crew of residents hanging around the swimming pool waiting there for “training.”

In the early 1960s, the aircraft was modified to carry the Fulton Surface-to-Air Recovery System which allowed the aircraft while in flight to snatch a person off the ground and winch him into the aircraft. Its most notable use was in Operation Coldfeet.



*Note the wire protectors to prevent the lifting cable from being dragged into a propeller.*  
(Credit: Neil Aird)

Coldfeet was the operation in which the CIA parachuted two agents onto an abandoned Soviet drift station, NP-8, in the Arctic in order to secure intelligence about research carried out to detect submarines under the polar ice cap. The mission was successful and both agents and materials were recovered using the Fulton system.

The inventor of the system was Robert Edison Fulton whose father was the President of Mack Trucks and a friend of Thomas Edison. He had all the advantages of a private school and Ivy League education and held a degree in architecture.

A world traveler, skilled photographer and inventor, Fulton developed a gunnery instructor in WWII and a post war an roadable aircraft, car, the Airphibian.



The device used by railroads to allow moving trains to pick up mail bags inspired him to develop his “skyhook” system.



*The exact moment in which the catcher pouch is snatched from the crane.*  
(Credit: M. Michael Miley)

Eventually, the B-17 was purchased by the Collings Foundation for restoration as a replacement for the “Nine O Nine” that was lost in an accident at Bradley International Airport. Now restored and registered as N207EV, the former cold war warrior will become part of the Collings Foundation's



(Credit: Keith Burton)