



*Missions for America
Semper vigilans
Semper volans!*

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

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20 September, 2022

22- 25 SEP - Durham Fair Parking Detail
17 SEP-USCG Sector LI Sound Open House
27 SEP-TRCS Meeting/SUI (tentative)
04 OCT-TRCS Staff Meeting
08 OCT-CTWG Conference-Oxford
11 OCT-TRCS Meeting Commander's Call
18 OCT-TRCS Meeting
25 OCT-TRCS Meeting
06 NOV-ARES Radio Event

CADET MEETING

20 September, 2022

Lt Col Rocketto ran an Aerospace Education activity which examined the need for precise language in engineering and the sciences. Examples were given of non-scientific languages which use ambiguity, vagueness, simile and metaphor to enrich poetry and literature or in a negative sense, mislead and misinform.

The second part of the activity explored the world of optical illusions and persistence of vision. A number of exercises were conducted in which cadets learned that vision can be deceptive and not everything "seen" can be taken at face value.



The final lesson, another hands-on activity utilized Magdeburg spheres to explore the concept of pressure, force and area and the way each of these physical measurements depends upon an unambiguous definition, generally expressed in a mathematical equation. Approximation of measurements and simplification of constants such as π were explained to demonstrate methods of simplifying measurements and calculations.



C/Maj Noah Bosse met a Staff Duty Requirement by briefing the Squadron about the Airmen Instructor Academy and its mission to teach new cadets how to drill, set up uniforms, respect others, and follow CAP customs and mores.

Cadet Ryan Kreyszig was promoted to Cadet Senior Airmen.



SENIOR MEETING

Awards Night

Jason Otrin, TRCS Emergency Services Officer was promoted to Captain.

The following senior members received ribbons for a variety of achievements.

Membership Award Recipients Lt Gauthier, Capt Otrin, Lt Richards

Leadership Award Recipient Capt Otrin

Yeager Award Recipients Lt Gauthier and Lt Richards

Disaster Relief Recipient Maj Farley, Capt Kopycienski, Capt Otrin, Lt Pineau

Find Award Recipients Maj Neilson, Capt Otrin, Lt Richards, Lt Spreace

Crisis Service Ribbon Recipients Maj Farley, Lt Gauthier, Capt Kopycienski, Capt Otrin, Lt Pineau, Lt Richards, Lt Spreace

AEROSPACE HISTORY

September 21, 1961 – First flight of the Boeing CH-47 Chinook.



The prototype flew as the HC-1B

The twin rotor design originated from Piasecki Helicopter designs. Piasecki was purchased by Boeing in 1960 and the name changed to Vertol Aircraft. Along with such veterans as the C-130 Hercules, the Chinook has remained in production and operational service for over 60 years.



Back in the 1970's, technicians of what was the 1109th AVCRAD replace rotor blades on the ramp. Note the other two types of whirly-birds visible.

The Chinook replaced the piston engine Sikorsky CH-37 as the Army's heavy lift helicopter and has been under constant improvement and the latest versions are upgraded models of the CH-47F.



Today, the 1109th TSMAG has much finer facilities but work may still be performed al fresco.

One of the most interesting versions of the Chinook was the 1969 experimental Model 347.



The Model 347 at Fort Rucker's Army Aviation Museum.

A CH-47A had its fuselage lengthened, four bladed rotors installed and most remarkably, detachable variable incidence wings mounted. The aircraft was solely modified as a test-bed for future improvements in heavy lift design and used for several years before retirement to the US Army Aviation Museum at Fort Rucker, Alabama.

The high mounted engines were less susceptible to foreign object damage on rough fields but were extremely noisy. And the crew required the expense of a flight engineer. The development of higher efficiency, quieter twin engine airliners not requiring a third crew member led to the eventual replacement of the 727s, mostly by the 737 and the Airbus 320.



As the 727 was withdrawn from passenger service, they found a new role as freighters.

September 22, 1972 – The 1,000th Boeing 727 is sold. Over 1,800 were produced.

In its time, the 727 was the most produced commercial jet in the world. The 707 took the airline market by storm but she was not economical for shorter flight lengths to smaller airports and the 727 was perfect for this niche market. Its rear engine lay-out allowed for a clean wing allowing a myriad of high lift devices, triple slotted fowler flaps and leading edge slats.

September 23, 1925 – Billy Mitchell never let a U.S Navy aviation disaster go to waste. In his efforts to secure Army dominance over U.S. military aviation, he found September of 1925 to be a cornucopia of calamities for the sea-going service.

The Navy had positioned 23 Curtiss CS-1 floatplanes on Chesapeake Bay for an airshow demonstration as part of the 1925 Schneider Cup Race. A gale struck at night and 17 of the aircraft parted their moorings, destroying seven and damaging ten. That hard blow was a hard blow to naval prestige.



A Faucett 727 on the relatively unimproved tarmac at 8,400 foot high Aeropuerto Rodríguez Ballón, Arequipa Peru.



Curtiss CS-1

Billy Mitchell ran to the *Baltimore Evening Sun* newspaper and accused the Navy of mismanagement of its aviation program.

Earlier that month, the Navy had sent two Naval Aircraft Factory PN-9 flying boats westward in attempt to make the first flight from the U.S. mainland to Hawaii on August 31. Both aircraft were forced down. The first crew and plane were saved by the minesweeper *USS Pelican*. The second aircraft, under the command of Commander John Rodgers, Naval Aviator #2, performed a stupendous feat of seamanship. After being forced down, they used fabric from the wings to jury-rig sails. Nine day later, they are in sight of Hawaii and are taken in tow by a submarine, the *USS R-4* which lands them on Kauai on September 10.



The PN-9 after rescue. Note how the fabric has been peeled from the lower starboard wing to fashion a sail. (Credit: Library of Congress)

While Rodgers' crew were struggling to save themselves, on September 3, *USS Shenandoah, ZR-1*, the first Navy dirigible was downed in a line squall while on a publicity trip over the mid-western United States. Fourteen men lost their lives.



The Shenandoah wreckage lies in an Ohio field.

Mitchell had his trifecta of naval aviation failures. He issued a 5,000 word press statement saying that

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 October, Mitchell was court-martialed for violating the 96th Article of War, “disorders and neglects to the prejudice of good order and discipline [and] all conduct of a nature to bring discredit upon the military service.”



Mitchell at his court martial. (Credit: USAF)

He was convicted and suspended him from rank, command, and duty, with the forfeiture of all pay and allowances for five years.

September 24, 1018 – Lt David Ingalls claims his fifth victory, and becomes the only U.S. Navy ace of World War One.



Rear Admiral Ingalls was Naval Aviator #85. During the war, he was attached to British squadrons and flew the Sopwith Camel.

After the war, he maintained his naval commission and served for a time as commander of the NAS Pearl Harbor. At war's end, he became a director of Pan American Airlines. Active in politics, he managed Robert A. Taft's presidential campaign, managed publications and broadcasting media outlets in Ohio.

September 25, 1932– Lewis Yancey sets an autogiro altitude record of 21,500 feet flying a Pitcairn PCA-2.



Although he went West at the age of 44, he had a remarkable career serving in both the US Navy and the US Coast Guard. He held master mariner papers allowing him to captain any ship, any tonnage, anywhere in the world.

Yancey made some extraordinary long distance flights and promoted the use of radio communications in aviation. An author, he published several books on aviation and meteorology and made regular submissions about his flights to the print media.

Much of his autogiro flying was sponsored by Champion Spark Plugs. After a successful publicity flight in the 1931 Ford National Air Tour, flying 6,500 miles and visiting 38 cities, Yancey headed south,

He flew from Miami to Havana and then to the Yucatan Peninsula. In the Yucatan, Yancey worked with archaeologists and contributed to the exploration of Mayan ruins, perhaps the first time

aircraft were used for this purpose.



Miss Champion over the the mTemple of the Soldiers, Chicen-Itza, Yucatán. (Photo Credit: Stephen Pitcairn)

September 26, 1947– General Carl A. Spaatz becomes the first Chief of Staff of the United States Air Force.



After graduating from West Point, he served a tour in the infantry and then qualified as a Junior Military Aviator, US Army Signal Corps. After he flew with Pershing's Punitive Expedition chasing Pancho Villa and Mexico and during World War I, in a three week combat tour, scored three victories.

In 1929, Spaatz commanded the Question Mark, an Atlantic-Fokker C-2A which using aerial refueling, established an endurance record of 150 hours, 40 minutes, and 14 seconds. During that

flight an incident occurred which added his name to the list of airmen who have performed singular feats while aloft.



Before the flight. (L-R) Lt. Harry Halvorsen, Capt. Ira Eaker, Staff Sgt. Roy Hooe, Maj. Carl Spaatz (mission commander), and Lt. Elwood "Pete" Quesada. (Credit: USAF)

Refueling was accomplished by lowering a hose from a DH-4 "tanker." Spaatz was handling the hose when a valve failed and he was drenched in gasoline. To counter the caustic effects of his drenching, Spaatz quickly stripped and got a coating of skin cream.



Spaatz's arm is visible as he reaches for the refueling hose. (Credit: USAF Museum)

But the mission continued. As one historian stated, Spaatz finished the task "wearing only skin cream, goggles, a parachute and a grin." Arguably, Spaatz

is the only air to air refueler ever to perform the task naked! After, a new set of clothing was delivered by one of the refueling aircraft and he was able to resume his responsibilities as aircraft commander in a more dignified manner.

During WWII, Spaatz held major commands: the 8th Air Force, Commander of the USAAF Forces in Europe, Deputy Commander of the Mediterranean Allied Air Forces, US strategic Air Forces in Europe and after the German surrender, Commander of the US Strategic Air Forces in the Pacific.



He retired with the rank of General on June 30, 1948. After retiring from the Air Force, General Spaatz served as the first chairman of the Civil Air Patrol National Board.

September 27, 1946 – Geoffrey de Havilland, Jr., goes West.



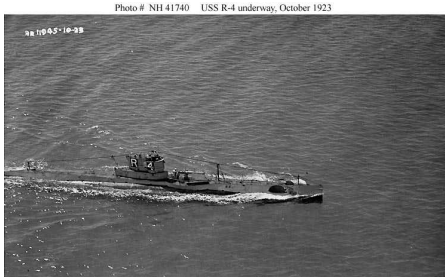
He was flying a high speed test in a de Havilland DH 108 Swallow when the aircraft enters severe longitudinal oscillations. His neck is broken when his head struck the canopy. The aircraft disintegrated and crashed into the Thames estuary.



Only three Swallows were built and all three crashed, killing their pilots. “Winkle” Brown, arguably the greatest test pilot who ever took stick in hand, narrowly escaped a crash in the Swallow and described it as a “killer.”

An Aside of Local Interest

For a time, the submarine USS R-4 which towed the Navy PN-9 to safe harbor on September 10, 1925 was stationed at the New London Submarine Base and used as a training ship for the Submarine School and the Yale University NROTC unit.



One day the R-4 got trapped in the ice on the Thames and the stranded Elis had to walk back to the base in Groton, no doubt singing the Yale football song *Boola Boola* and reconnoitering the site for the June Yale-Harvard Boat Race. Today, a flight by Thames River Composite Squadron on the winter ice patrol would have saved them this embarrassment.

READER'S NOTE

Mr. Ron Wenzel adds an interesting note about flying a de Havilland Tiger Moth and a remarkable aviatrix.

One of my dad's friends back in Tullahoma had a Tiger Moth that he flew regularly. For some

reason, I think it was because he had pulled it apart for restoration, and once in that condition, it takes a looooooong time to ever see them back in the air, that I never got a ride in.

When I was getting my pilot's license, Elaine Harrison, my instructor, signed me off on a cross country from Miami...Well, Elaine was quite the aviator, once upon a time also being on the board of the Aircraft Owners and Pilots Association as well as an instructor pilot. She lived on an airstrip north of ours and has a number of influential friends. Among them is Buzz Aldrin, of second man to walk on the moon fame. Well the connection of all of this is that, visiting with Elaine one day, and she has a Tiger Moth that she flies regularly, the name of Buzz Aldrin came up. She allowed that she and Buzz had flown together a number of times, being friends, and that Buzz was probably absolutely the worst pilot she had ever flown with! She mentioned that once she and he were up in her Tiger Moth and that she had to take the controls from him to keep from putting the airplane in the trees!

Now, that's my story and I'm sticking to it!

So, yes sir, I have some interest with the de Havillands, and, once upon a time, had made arrangements to buy a Belgian Stampe, which was a knockoff of the Tiger Moth, but the purchase fell through because at the time I was unable to sell the Bellanca Cruisair Senior that I owned at the time.

Elaine Harrison, to whom Mr. Wenzel refers logged over 6,500 hours in a 70 year career which ended when she turned 87. In addition to flying, Harrison climbed mountains, played polo, spoke three languages and played the guitar and piano.

Elaine Adams Harrison

