



*Missions for America
Semper vigilans!
Semper volans!*

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

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Issue 16.30

16 August, 2022

20 AUG-27 AUG-CTWG Encampment
23 AUG-No Meetings-Encampment
25-28 AUG-CAP National Conference
20 AUG-No Meeting-Encampment
06 SEP-08 OCT-TRCS Fruit Sale
06 SEP-TRCS Meeting-Sr. Staff
13 SEP-TRCS Meeting-Commander's Call
20 SEP-TRCS Meeting
27 SEP-TSRCS Meeting

CADET MEETING

26 July, 2022

submitted by

Acting PAO C/Amn Lucas Dellacono

The central focus of the meeting was about the quality of leadership. The video accompanying the lesson included a story about a Navy Seal and how adversity can forge character.

C/2dLt Fago briefed the cadets on safety precautions during electrical storms.

C/CMSgt Rathbone talked about making decisions about future choices and the led practice drill concentrating on column movements.

The final activity was led by Maj Bourque, a stomp rocket launching sessions.

09 August, 2022

Lt. Deignan-Schmidt taught the cadets how to determine longitude and latitude on sectional aeronautical charts.

The lesson was followed up by a game of "Battleship." However, rather than a normal game board, the sectional charts were used to position the "ships."

At the conclusion of the meeting, the new flag pole was dedicated and the colors were retired.



16 August, 2022

Capt Trotochaud led a character development seminar on team building which was followed by a hands-on exercise.

PROMOTIONS



Cadet William Stahl was promoted to Cadet Airman First Class.

Cadet Knets was promoted to Cadet Staff Sergeant.



SENIOR MEETING

26 July, 2022
Meeting Cancelled

02 August, 2022
Staff Meeting

All departments reported normal activities.

Capt. Kopycienski reported that Maj Borque and he had mowed the grounds and whacked the weeds but their war against the yellow jacket nest under the bottom step of the supply trailer is entering its second stage. The new flagpole was installed by Capt Kopycienksi and Lt Schmidt.

Senior member are asked to check the expiration dates of their qualifications and remember to pay squadron dues.

09 August
Meeting Cancelled

16 August
Meeting Cancelled

ACTIVITIES, TRAINING AND MISSIONS

Cadet Major Noah Bosse's Report about the National Blue Beret Activity

From July 18th to August 1st, I attended National Blue Beret, a National Cadet Special Activity to support the Experimental Aircraft Association Airventure at Oshkosh. The activity taught flight line marshaling, ELT location, and more all while highlighting servant leadership. In the first week, we were trained and taught all of the techniques and information we would need to know for the airshow.

The second week consisted of working the airshow, from directing thousands of planes on the taxiway, to locating emergency beacons and overdue aircraft, to keeping crowds away from active flight lines. All of these roles were vital to running the airshow, with the EAA stating that the airshow would not have been successful without us.

The activity was divided into flights of 10-12 cadets with a flight commander and flight leader. These staff members are returning berets who have attended the activity previously and use their knowledge to guide their flight. Due to a lack of staff, I had the privilege of serving as a flight leader. From the activity, all cadets participated in at least 10 sorties earning them the air search and rescue ribbon the find ribbon.

Water Survival Qualifications
23 July, 2022

Water Survival Training is a requirement for flying LISP missions. Re-qualification required an in-water exercise swimming 50 feet, treading water for 10 minutes and flipping an overturned

raft and getting all 3 crew members on board while wearing a flight suit and shoes. An on-line review of water survival knowledge and practice egress from an aircraft is also required.

Five aircrew members from Thames River: Lts Pineau and Richards and Majs Neilson, Farley and Noniewicz and Lt Douglas Martone from Windham met at Rogers Lake and successfully completed the aquatic requirements.

29 July, 2022

Military Appreciation Night at Dodd Stadium

Squadron members attended the Norwich Sea Unicorns/Brockton Rox baseball game and fireworks display on Friday



Ball "caught" by Cadet Knets (after he leapt over a row of seats to retrieve it.)

Proficiency Flight

31 July, 2022

Lt Jason Otrin flew a Transport Pilot Proficiency Flight. He practiced a variety of take-off and landing techniques and non-Tower operations at Willimantic.

02 August, 2022

On August 2nd at Poquonnock Plains Park, Thames River participated in Groton Police Department's National Police Night Out for the purpose of outreach and recruitment efforts.

The purpose of National Night Out is to promote police-community partnerships and neighborhood camaraderie to make our neighborhoods a safer and more caring place to live.

Cadets Balfour, Bland, Carter, Dellacono, Jeznach, Knets, Kressig, Larson, Mazzulli, Rathbone, Schaffer, Stahl, Thornell and Seniors Larson, Thornell and Richards participated in support of the event. The event generated a list of seven perspective members.

August 6, 2022

On Saturday, Lt Otrin and C/Maj Bosse attended a CAP UAS training session in Westbrook conducted by Capt Talley. Lt Otrin completed his UAS Form 5U and assisted with instruction. All attendees conducted familiarization flights on a new SkyDio X2 quadcopter equipped with thermal and zoom cameras.

LISP

13-14 August, 2022

Thames River flew four Long Island Patrol Missions on Saturday and Sunday.

The early Saturday mission was flown by Maj Farley and Lt Otrin out of Brainard Field. The crew reported excellent communications with Coast Guard Long Island Sound.

The crew on the sundown patrol was Maj Neilson and Lt Richards.

On Sunday, Lt Spreccace and Maj Noniewicz flew both early and late patrol missions.

AEROSPACE HISTORY

August, 17, 1942 – Grumman test pilot Bob Hall dead-sticked the first XF6F-3 Hellcat onto a farm on Long Island after engine failure.



The wrecked Hellcat (Credit: Northrop Grumman)

Hall has a remarkable career. He designed the highly successful near unbeatable Granville Brothers GB Model Z Racer.



During World War II, he rose to Grumman's Chief Engineer and made the first flights of the Wildcat, Goose, XP-50, Hellcat, Tigercat and Bearcat. As company Vice-President, he oversaw the design of the Panther, Cougar, Jaguar, Tiger and Gulfstream I.

August 18, 1943 – Rudy Opitz is ferrying a Messerschmitt Me 163B Komet from Peenemünde to Anklam towed by another aircraft. After the tow rope is released, the landing skid fails to deploy and the flaps fail. Opitz manages to get the aircraft on the ground but the rutted surface leads to a hard landing and two damaged vertebrae requiring three months of hospitalization.

Opitz learned to fly in a homebuilt glider around 1930 and acquired a reputation as an expert. He test flew many of Alexander Lippisch's innovative and unconventional aircraft and became a Luftwaffe glider instructor at the start of the war.

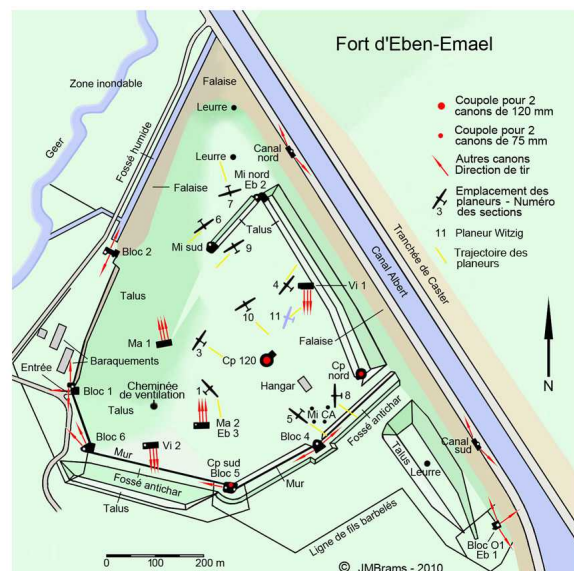
Three years later he became involved in test flying and piloted many of Alexander Lippisch's glider and tailless aircraft. With the start of World War

II, he joined the Luftwaffe as a glider instructor. and, on 10 May 1940, flew in the predawn raid on the Belgian fort of Eben Emael, reportedly the strongest fortification in the world.

On May 10, 1940. Opitz was one of the glider pilots who landed nine DFS 230 gliders and 71 paratroopers on the roof of the supposedly impregnable Belgian Fortress Eben-Emael. The Achilles heel of the fort was the meadow which formed the roof of the fort.



The concept of aerial assault was outside the ken of most military planners of the day and the roof of the fort had not anti-aircraft defenses, barbed wire or anti-glider obstacles to protect the gun cupolas. Additionally, the Germans brought with them a new weapon, shaped charges capable of blowing holes in the roofs of the concrete pillboxes.



Soon after, he moved on to a test pilot of powered aircraft and soon the Komet, quite a jump from a glider to a rocket plane although the Komet did become a glider about seven minutes after it powered up.



At war's end, he came to the United States under the auspices of Project Paperclip and worked at Wright Patterson AFB. Rudy became a citizen in 1955 and settled in Connecticut where he found work as Chief of Flight Test Operations for Lycoming. Lycoming, a division of the Avco Corporation, took over the old Vought-Sikorsky Air Force Plant No. 43 in Stratford and manufactured piston and turbine engines. He retired after twenty years.



A North American AJ-2 Savage used by Avco as a test aircraft. Could Rudy have flown this aircraft?

During this time, he earned his FAA rating and spent 30 years as pilot examiner for gliders and an instructor for the Nutmeg Soaring Association.



Rudy giving last minute instructions to one of his students. (Credit: Nutmeg Soaring Association)

On May 1, 2010, Rudy went West at the age of 99.

August 19, 1940 – Vince Breese took the first North American B-25 aloft for the first time at Mines Field, now LAX. The aircraft would achieve fame for the Doolittle Raid.



*Prototype Mitchell featuring the vertical tail. Almost 10,000 were built. They were last used in combat by Biafra during the Nigerian Civil War in 1967. Many will remember them for their starring role in the 1970 black comedy, *Catch 22* during which 17 of them were flown.*



Although the prototype never saw military service, it was painted in the pre-war livery of the Army Air Corps.

August 20, 1939 – The rigid airship era ended when LZ 130, *Graf Zeppelin II* made its last flight from Essen to Mülheim.

Named after the highly successful LZ 127, the *Graf Zeppelin II* was a close copy of the *Hindenburg*, LZ 129, she was designed to use helium as the lifting gas but after Germany annexed Austria in 1938, the United States, the sole source of sufficient helium refused to sell any to Germany.



LZ 130 outside its hangar at Lowenthal

Almost all of LZ 130's career was spent in test and propaganda flights. However, she was used as a ferret in two attempts to gain knowledge about Britain's Chain Home radar network. The first spy flight was a 45 hour mission in mid July, 1939. Equipped with special radio receivers and rigged with high frequency antennae, LZ 130 cruised along the east coast of England but failed to detect any signals. However, Chain Home did track the Zeppelin.

A second attempt was made in the first week of August and the LZ 130 ranged from the Shetland Islands and overflowed the principal Royal Navy anchorage at Scapa Flow. Again they were detected and intercepted and again, the Graf failed to detect any radar signals.

A month later, World War II started in Europe when the Germans invaded Poland on September 1, 1939. Orders were given to scrap both of the Grafs and an unfinished airship, LZ 131 and

salvage the materials. Work was completed on the 27th of April, 1940 and on May 6th, the giant airship hangars in Frankfurt were destroyed, exactly three years after the *Hindenburg* disaster,

August 21, 1941 – Antlers, Oklahoma native, Lt Eugene M. Bradley went West when his P-40 crashed during a mock dogfight. He had only just arrived at Army Airfield, Windsor Locks, Connecticut three days earlier. A year later, the field was renamed Army Air Base, Bradley Field in his honor.



Almost 70 years later, Connecticut State Archaeologist Nicholas Belantoni employed ground penetrating radar and located the site of the crash, at the approach end of what is now Runway 33.

A picture of Bradley once hung in the now demolished Terminal B and stored. The State Department of Transportation floated the idea of a memorial but it sank in the deep waters of the state bureaucracy. So no token of Bradley's sacrifice remains except the name, now Bradley International Airport.

August 22, 1989 – James Smith McDonnell aeronautical engineer and entrepreneur, goes West.

Mr. Mac earned an MS in Aeronautical Engineering from MIT in 1925 and worked for a number of aircraft constructors until 1928 when he set up his own company and entered a contest to build a safe airplane promoted by the Daniel Guggenheim Fund for the Promotion of Aeronautics.

His design was the Doodle Bug, 110 hp and 1,700 pounds and equipped with leading edge slats and a stall speed of 50 mph. It could land it 40 feet and take-off in 180 feet.



Due to the Great Depression, there was no hope for commercial orders so McDonnell left and worked for Great Lakes and Martin before founding McDonnell Aircraft in 1939. A long line of successful aircraft and spacecraft followed. In 1967, the company merged with Douglas Aircraft and Mr. Mac remained at the helm until retirement in 1980.



Mr. Mac and the 5,000th Phantom II, 24 May 1978. (Credit: Boeing)

August 23, 1954 – First flight of the Lockheed C-130 Hercules. Engineering test pilots Stanley Beltz and Roy Wimmer flew it from the plant in Burbank, California to Edwards Air Force Base



The pug-nosed YC-130A

Over 2,500 have been produced and are in world-wide use. Two weeks ago, the Editor was firing in the National Rifle Matches at Camp Atterbury, Indiana when the shooting was halted to allow one of the Hercules variants, a USMC KC-130J to land at Himsel Army Air Field. The left base leg of runway 36 crossed downrange.



The aircraft which landed at Himsel is from VMGR-252 based at MCAS Cherry Point in North Carolina.

In an odd coincidence, just before tonight's meeting, the Editor stopped at the Quaker Hill Rod and Gun Club Range to talk to some of his teammates. The electric supply company was servicing their power lines using a helicopter and a technician outside the enclosed fuselage. Since the power lines were directly in line, although behind a hill from the range, a cease fire was called until the helicopter cleared the area.