



*Semper volans!  
Semper vigilans!*

# The Coastwatcher

The Periodic Newsletter of the Thames River Composite Squadron  
GON  
Connecticut Wing  
Civil Air Patrol

Vol. I No.3

07 September, 2007

## Schedule of Coming Events

September

- 08 SAT Field Day
- 11 TUE Regular Meeting Night  
(BDU/testing/Commander's Call)
- 15 SAT Field Day/ACUT Training/O Flight
- 18 TUE Regular Meeting Night (Blues/ML)
- 22 SAT Rocket Launching
- 25 TUE Regular Meeting Night (BDU)

## IMPORTANT REMINDERS

### FIELD DAY

A field day will be held on Saturday, the eighth of September to prepare the new trailer for occupancy. All members are urged to report at 0800 with work clothes and tools. Digging equipment will be needed to excavate a trench for the electrical line.

### TESTING NIGHT

Cadets are reminded that testing will be held on Tuesday, the eleventh of September. Tests can be taken in any area required including drill and rocketry.

## CADET MEETING MINUTES 04 SEPTEMBER, 2007

C/TSgt Molinari led the cadets in drill practice. The main part of the meeting consisted of PT training and testing led by Capt Bourque.

Captain Rocketto set up a telescope and the cadets, officers, and parents were able to view Jupiter and two of its major satellites, Ganymede and Callisto.

Col Kinch spoke about the ELT alert last weekend in which he and Capt Wholean participated. After checking the airport ramps and two marinas, they located the beacon on a boat docked in Groton.

## SENIOR TRAINING

Senior training continued. Lt Heard taught part two of a three part class covering the theoretical knowledge needed to qualify for the scanner rating. LtCol McAvoy and S/M Manners.

## NEW MEMBERS

The Squadron welcomes four new members. Jennifer Johnson and George Barberan join the cadet ranks.

Col Frederick Herbert is transferring into Thames River. Herbert is a former Connecticut Wing Commander and his membership in CAP goes back to the mid 1940's.

LtCol William Dolan is reactivating a dormant membership. He is an FAA Check Airman with over 21,000 hours of flight time and holds 16 type ratings.

## Gone West

Dr. Paul B. MacCready, Jr.  
*aviator and visionary aerodynamicist*

Paul MacCready, Connecticut native, best known for the design of the Gossamer Condor, the first successful man-powered heavier than air, vehicle died on August 28th at the age of 81.

Born in New Haven, MacCready started building model airplanes at the age of ten and never looked back, fully living a life intensely devoted to aeronautics and technology. He was a national junior champion model airplane builder, a world champion soaring pilot, and a world-class aeronautical engineer.



*Teen-Aged Paul and Model Aircraft*

MacCready soloed at 16, earned a baccalaureate in Physics at Yale and went on to California Institute of Technology for his Ph.D. in Aeronautics in 1952.

Along the way, he won three national soaring titles and, in 1956, in France, became the first American to win the International Championship.



*1968 World Champion Soaring Pilot  
Paul and Breguet 901*

MacCready's first company, Meteorology Research, Inc. investigated diverse weather phenomena and developed instrumentation and techniques used in atmospheric research and weather modification.

In 1971, he founded AeroVironment, Inc. and engaged in a wide range of studies involving alternate energy sources and man and solar powered vehicles .

In addition to the Gossamer Condor, he also constructed the first man powered heavier than air plane to cross the English Channel. These vehicles were followed up by solar power aircraft, culminating in the Pathfinder and Helios series which eventually topped 100,000 ft. in altitude This research in solar power was parlayed into land vehicles and the success of the AeroVironment GM Sunraycer was a precursor of the modern electric car movement.

Further information may be obtained by consulting Paul MacCready's biography, *More with Less* (Paul MacCready and the Dream of Efficient Flight) by Paul Ciotti or *Gossamer Odyssey* (The Triumph of Human-Powered Flight) by Morton Grosser.

Illustrations for this article were digitally reproduced from *More with Less* and are from the MacCready Collection

## AVIATION JAPE OF THE WEEK

While flying his first mission over the Pacific, the young navigator noticed that the aircraft commander had removed his service pistol from his holster and placed it on top of the instrument panel. He queried as to why he had done so and the pilot replied, "That is for you in case we get lost." At which point the navigator drew his pistol and placed it on top of his chart table. The pilot asked him why he had done so and the navigator's response was, "Sir, with all due respect, I will know if we are lost long before you know that we are lost!"

## GROUND OBSERVER CORPS REDUX

The mystery aircraft in edition 1.2 was the classic World War Two trainer, the North American T-6 Texan. Powered by a 550 HP P&W Wasp, this two seat classic had a production run which exceeded 15,000. It served as an advanced trainer and in Korea, as a forward air controller. Originally designated the AT-6 by the U.S. Air Corps and the SNJ by the U.S. Navy, she was also known as the Harvard to the British Royal Air Force. One local example of this plane resides at Westerly State Airport.

A unusual aircraft configuration appeared on the LANMAR north ramp this week. Test your knowledge of aircraft types by identifying this sleek twin engined pusher.



## THE ORIGIN OF THE PHRASE “Gone West”

When a aviator dies, he is said to have “gone west.” The origin of the specific phrase is uncertain but it may be traced as far back as World War I (1914-1918) as a euphemism for dying. West, the direction of the setting sun which marks the end of day symbolically suggests the end of life. In Egyptian mythology, Osiris is viewed as the overlord of those who have passed to the west or died. In the John Ford cavalry classic, *She Wore a Yellow Ribbon*, John Wayne's character has retired and as he makes his solitary departure from Fort Stark, the narrator intones,

*So Nathan Brittles, ex-captain of cavalry, USA, started westward...westward toward the setting sun, which is the end of the trail for all old men.*

Between 1918 and 1927, some two score civilian pilots and mechanics lost their lives flying for the U.S. Postal Service. The initial routes were westward from the east coast and the segment from Newark to Chicago across the Allegheny Mountains claimed a preponderance of the crews. Known as “Hell's Stretch,” those pilots lost were said to have “gone west.” The Quiet Birdmen, an organization of aviators honor an old tradition. At each meeting they rise, face west, and toast those comrades who have folded their wings forever.

### ***The Monument to the Air Mail Pioneers Bellefonte, PA***



## MARKSMANSHIP TRAINING SESSION

Eighteen Cadets and Officers from Thames River Composite Squadron and Silver City Squadron gathered on the 50 yard range at the Quaker Hill Rod and Gun Club for a rifle safety and marksmanship course. The course, approved by Wing, will be offered to all Connecticut squadrons.



Participants were instructed in the fundamentals of safe firearms handling, sight picture, trigger control, the prone position and sling adjustment during the four hour session.

Each Cadet and Officer was given the opportunity to fire approximately 100 rounds of ammunition at a distance of 50 yards. The international target used in Olympic competition served as the mark. Rifles were all equipped with micrometer sights and included the Anschutz 64 and 1903, the Remington 540-X, the Marlin 2000, and the Winchester 510.

Instruction was provided by Capt. Stephen Rocketto, Wing DAE, Sgt. Jennifer Sloan, CTANG and Quaker Hill Junior Coach, 2Lt Gregory Lonczak, an NRA instructor from Silver City, Hap Rocketto, 2Lt, AUS (ret'd.), a member of the current national champion indoor four position smallbore team, and Cadets George Planeta and Kevin Roe, from Silver City and Thames River respectively, both members of the Connecticut State Junior High Power Rifle Team.

Groton attendees were cadets Michael Molinari, Andrew Molinari, Jonathan Scannell, Jesse Brohinsky, Abigail Wojtcuk, Alexis Wojtcuk, Ryan Montgomery, Goerge Abbiati, Kevin Roe John Holt, and Shawn East.

The Meriden contingent, led by Capt Bachand and Capt Graves, consisted of Cadets Planeta, Christopher Mordarski, Jonathan Blythe, and Noah Campbell.

Quaker Hill Rod and Gun Club donated all equipment, ammunition, and targets, and provided a tube steak lunch for the rifle shooters.



*Cadets Abbiati and Holt examine their targets.*



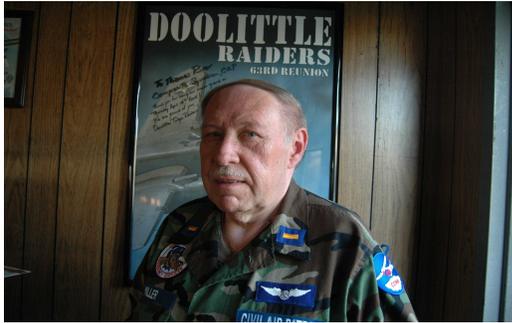
*Cadet Roe coaches a fellow cadet.*

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*You'll be bothered from time to time by storms, fog, snow. When you are, think of those who went through it before you, and say to yourself, "What they could do, I can do."*

*Antoine de Saint-Exupery*  
*Wind, Sand, and Stars*

## MEET A MEMBER



*2Lt Edward F. Miller*

Lt. Miller has had a life long interest in aeronautics, both as vocation and avocation and he states that "The Civil Air Patrol has added another satisfying and rewarding dimension to my life in aviation." Born in Brooklyn, NY, Miller has a degree in aeronautical engineering. While working for Grumman Aerospace, he served as a member of the team that designed and built the Lunar Landing Module. He retired from Sikorsky Aircraft as Chief of Design on the Army Blackhawk Program but still serves as a consultant.

His professional memberships include the the Flight Test Historical Foundation and the Experimental Aircraft Association.

Lt Miller holds a private pilot license and has flown types ranging from the Piper J-3 to the Beech Debonair. He took spin instruction in the CAP-10 which he calls "a great airplane, you can go straight up but not for long!" He has also fulfilled a boyhood ambition and parachuted from a perfectly good airplane at the Orange, MA jump school.

He has a number of hobbies. Lt Miller constructs plastic model airplanes, exquisitely detailed and crafted, and has assisted our cadets in their model building efforts. His most recent effort is a model of the Martin B-51. If this were not enough, he is in the process of designing a homebuilt experimental low winged airplane with a two place tandem crew arrangement. A Formula One

racing fan, Miller has completed the Race Driver Course at the Jim Russell Race Driver School in England, using Lotus Formula F single seater.

He serves as squadron logistics officer and, in the year and a half since joining, qualified as a Mission Scanner and Mission Observer.

Lt Miller has proved himself an asset to our unit and he looks forward to working with both officers and cadets.

## THE MARTIN B-51



The model, pictured above, is the B-51 recently built by Lt Miller. Conceived as a high speed ground attack aircraft in the late '40s, the Martin Model 234 was originally designated as the XA-45.

The aircraft has a number of unorthodox and unique features for the time. The wings were thin, short and highly swept with a marked anhedral. Full length flaps and spoilers obviated the need for ailerons. Three jet engines, two in fuselage pods and one mounted in the tail, provided power. The landing gear was a bicycle type with wing tip outrigger wheels. A rotating set of bomb bay doors housed the armament.

Only two were built, both destroyed in crashes, and the aircraft lost the procurement competition to the English Electric Canberra which Martin built under license as the B-57.

Originally designed for close air ground support, the B-51 foreshadowed the mission on the highly successful Republic-Fairchild A-10 Thunderbolt II, better known as the "Warthog."

