



*Semper volanis!  
Semper vigilans!*

# The Coastwatcher

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

Vol. I No. 6

28 September, 2007

## Schedule of Coming Events

### October

**02 TUE Regular Meeting Night (PT/helicopter)**  
**06-SAT 73X Cleaning/Trailer Insulation**  
**05-07 FRI-SAT Harwinton Fair**  
**05-07 THU-SUN AOPA Convention**

09 TUE Regular Meeting (BDU/Test/LDR)  
09 TUE Regular Meeting Seniors (Reports)  
13 SAT Squadron SAREX  
16 TUE Regular Meeting (Blues/ML/AS)  
23 TUE Regular Meeting (BDU/ES/AEX)  
27 SAT Cadet Ball  
29 TUE Regular Meeting (TBA)

### SENIOR FIELD DAY

Senior members are requested to assist in cleaning 73X on Saturday, Oct 6, and installing insulation on the new trailer. We will fly the aircraft to Chester and will transport additional volunteers there in the van. Volunteers should contact Col Kinch at [larekin@aol.com](mailto:larekin@aol.com) by Oct. 2. Anticipate a 0830 muster at our trailer for this event.

## SQUADRON SAREX

The squadron will hold a Search and Rescue Exercise on Saturday, 13 October. Officers and cadets should muster at the trailer at 0800 and be prepared to participate in both ground and flight training. Col Kinch requests that you reply personally to him at [larekin@aol.com](mailto:larekin@aol.com) as to whether or not you will be present or not present.

## HARWINTON FAIR

Cadets are requested to reply personally to Capt Rocketto at [srocketto@aquilsys.com](mailto:srocketto@aquilsys.com) as to whether or not you will be present or not present. If you can attend, state the time frame.

As of this date, Cadets Molinari and Johnson said they will attend for the full time. Cadet Brohinsky has committed himself for Saturday and Sunday. Cadets Abbiati and Lexie and Abi Wojtcuk will not be able to attend.

Capt Rocketto will attend Friday and Saturday. Capt Bourque will be present on Sunday. Squadron officers are invited to participate.

## CTWG USAF EVALUATION

The USAF will hold an wide ranging evaluation of CTWG capabilities from 29 October to 04 November out of Brainard Airport. The event is designed to train and/or evaluate the complete functional capability of a CAP mission base. The goal is to involve a significant number of qualified wing members and aircraft. Participants will include mission pilots, observers, scanners, ground teams, and trainees for all of these functions. More information will be forthcoming in future postings.

## PROMOTION

Edward Miller, Squadron Logistics Officer, has been promoted to First Lieutenant effective 14 September, 2007..

## ES 116 TESTS

The following cadets need to take on on-line open-book Emergency Services 116 test: Abbiati, Biekert, Dougherty, East, Gaffey, Holt, Kelleher, Montgomery, Poole, Rodriguez, Roe, Lexie Wojtcuk, and Abi Wojtcuk.

The test is found by going to the eServices at: <https://www.capnhq.gov/default.aspx>.

Log on with your CAPID and password. A menu will be found on the left side of the page. Click on *CAP Online Exams*. A screen will appear. In the yellow section entitled **Online Courses** you will find two columns. Go to the right column and click on Capt 116 pt 2 (ICS 100). This will take you to the exam. Capt Bourque and T/Sgt Molinari have offered instruction on the materials and test taking strategy.

Cadets and officers who have not taken this test are urged to do so immediately in order to prepare for certification in emergency services.

## GROUND OBSERVER CORPS REDUX

The aircraft in Edition 1.5 is the versatile DeHavilland of Canada DHC-6 Twin Otter. Designed and first flown in the mid 60's, this

short-take-off-and-landing (STOL) aircraft was double slotted trailing edge flaps and ailerons that could be operated in unison for startling takeoff and landing performance. Three different series were produced, all powered by variations of the ubiquitous Pratt & Whitney Canada PT-6 turboprop.

This aircraft has seen world-wide service as both a commuter transport bush plane, and military utility aircraft. Pilgrim Airlines, moved from Waterford Airport to Groton and under the leadership of Joe Fugere, a former navy FJ pilot pioneered the use of the Twin Otter in commuter service. Pilgrim linked New London with Bridgeport, New Haven, Bradley, Kennedy,

Logan, and Montreal. Many local pilots served with Pilgrim during this period. LtCol Dolan of our squadron was a Captain. The brother of Capt Rocketto was a flight follower. John Rutledge and Tom Cassidy served as chief pilots. Stan Stylinski was the world's high time Twin Otter pilot.

On February 29<sup>th</sup>, 1982, a Pilgrim DHC-6-100, N127PM, piloted by Captain Thomas Prinster and First Officer Lyle Hogg, flying at 4000 ft, was forced to make an emergency landing on the frozen Scituate Reservoir in Rhode Island when the isopropyl alcohol windshield wiper system caught fire. Prinster and Hogg sat on the burning seats and brought the aircraft down with the loss of only one passenger. They were "commended for prompt and heroic actions" during the emergency by the Federal Aviation Administration, received the Flight Safety Foundation Heroism Award and the Order of Daedalians Lieutenant General Harold L. George Civilian Airmanship Award.

Manufacturing ceased in 1988 after almost 1000 Twin Otters has been produced. However, Viking Air of Canada, owners of the tooling, have announced that they will commence production this December of a new Series 400 model up-engined with a more powerful version of the PT-6.

Now it is time to try test your aircraft identification skills with this week's edition. You can find these British built commuters flying between WST and BID on a regularly scheduled run.



**CADET MEETING MINUTES**  
**27 SEPTEMBER, 2007**

T/Sgt Molinari mustered the cadets for a uniform inspection and reported a marked improvement in the placement of CAP cut-out insignia.

Cadet Barberon wishes to start a drill team and polled cadets those interested in participating.

Cadet Scannell won the history contest which was published in last week's edition of *The Coastwatcher*. He will receive on merit point in the Cadet-of-the-Cycle competition and his choice of a prize from the awards box. The answers to the questions are posted in a separate column in this week's edition.

Capt Wholean initiated a moral leadership seminar entitled "How to Say No!" The focus of this discussion was on how to avoid over commitment by judicious behavior in accepting obligations.

Capt Rocketto ran another astronomical observing session in which both Jupiter, its four major satellites, and the nearly full moon were observed. Cadets noted that the moon was not only full but also located ninety degrees away from its position last week. Cadets were queried on where they thought the moon might be next week and the majority of opinion seemed to indicate that it would be north of our location. Capt Rocketto suggests that those who think so might reconsider how the moon will be lighted by the sun during its last quarter and whether it is plausible that the moon will rotate over some latitude line in the northern hemisphere.

Cadets were admonished for not responding to requests for email commitments or refusals for future activities such as the Harwinton Fair. Proper planning requires good communications.

Cadets were reminded that the helicopter contest will be conducted next week and to be sure to bring your models if you wish to participate.

The last chance to sign up for the Cadet Ball will be at the next meeting.

Col Kinch presented Capt Bourque and Capt Rocketto certificates "for outstanding achievement in Civil Air Patrol's Aerospace Excellence Award Program. The squadron has received the AEX Plaque for the seventh consecutive year. thanks to Capt Bourque's continuous efforts.

**ANSWERS TO THE CAP TEST BASED**  
**UPON OCTOBER HISTORICAL EVENTS**

1. The Bell XP-39 Airacomet was the first U.S. turbojet powered aircraft.
2. The swept wing North American F-86 Sabre Jet was the first successful U.S. jet fighter.
3. The V-2, originally called the A-4 was renamed *Vergeltunswaffe 2* (Vengeance Weapon 2).
4. The Bellanca J-300 Special was named Miss Veedol after and oil company sponsor. Incidentally, Herndon, the pilot, gave a first airplane ride to a young sprout named Gregory Boyington.
5. The landing gear could be jettisoned. However it jammed and Herndon had to crawl out on a strut and free it manually.
6. The Mercury was a small four engine seaplane which was the upper half of the Short Mayo Composite. In the late 1930's, Imperial Airways determined that they could only make a successful crossing of the North Atlantic Ocean if the entire payload was fuel. Since it is possible for an aircraft to fly at a heavier weight than it can lift off the ground, Major Robert Mayo, a talented engineer, envisioned a mother aircraft carrying the ocean crossing aircraft aloft, then separating from it and allowing the daughter aircraft to complete the journey. A Short S.21 flying boat, the Maia, was modified to carry the Short S.20 Mercury. This

arrangement was utilized by the Germans in World War Two to launch converted aircraft utilized as flying bombs and is now used in the United States by Scaled Composites to launch their SpaceShipOne from the White Knight.

7. Leslie Irvin perfected the parachute.
8. Chalmers Goodlin, pilot of the Bell XS-1 on its first flight and 25 subsequent flights, was known as "Slick." He learned to fly as a civilian, joined the Royal Canadian Air Force before the United States entered WW II and eventually transferred to the U.S. Navy. After World War II ended, he flew for the nascent Israeli Air Force and ran a number of aviation enterprises before joining Bell as an engineering test pilot. Goodlin has an interesting connection with Connecticut. He was an advocate of the Vincent Burnelli designed CBY-3 Loadmaster, a lifting body design, built by the Canada Car and Foundry. Goodlin actually flew the aircraft to Venezuela where it was operated for a few years. It now languishes in decaying glory at the New England Air Museum, Bradley Airport. Until his recent death, Goodlin promoted the use of the lifting body design for transport aircraft. The failure of the United States government to purchase the Burnelli design has produced a conspiracy theory even more interesting than that which has been promulgated for the Northrop XB-35/YB-49 flying wings.
9. The Chase XC-123 assault transport, later built and flown as the Fairchild C-123 Provider was unique in that it flew not only as a piston engine transport but in variants, as a glider and with full turbojet power. The particular model in the picture in the last edition was used by the Coast Guard to support the LORAN chain.
10. North American's NA-73 was developed into the A-36 Apache and the more famous P-51 Mustang. If you refer back to the last edition and the picture of the A-36, you will see that the air brakes are deployed on the top and bottom of the left wing.

## ROCKET LAUNCHING DAY

Five cadets and two senior members attended the rocket launch at Montville High School on Saturday, the 22<sup>nd</sup> of September. Approximately 35 launches were staged. Cadet Brohinsky had four successful launches of his multistage Lodestar. Cadet Lexie Wojtcuk fired her Skywriter, 50 cm yellow replica of a pencil at least three times. Cadet Abi Wojtcuk qualified for the Redstone stage with successful launches and recoveries of a Gnome and Cadet Montgomery made multiple Gnome and Alpha launches. Parents and siblings from all of the cadets present also participated. Senior Member Wojtcuk and Captain Rocketto supervised the event.



*Red Flight Alpha Clears the Pad*



*Brohinsky's Multistate Lodestar Lifts Off*

