



Missions for America

Semper vigilans!
Semper volans!

The Coastwatcher

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

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Issue 10.1

05 January, 2016

This is the 389th regular issue in our ten years of publication. Our banner, *The Coastwatcher*, bears historic and immediate significance. During the dark days of World War II in the Pacific, the Allies depended upon a rag-tag network of extraordinary volunteers: planters, missionaries, traders, natives, colonial officials and the military called coastwatchers to gather intelligence on Japanese naval and air movements, assist downed allied airmen, and acted as scouts, guiding military patrols. Their mission, much like our present Long Island Sound Patrol, consisted of assisting those in distress and reporting information that threatens national security.

Their arena, where some of the most vicious battles in history were fought, ranged from New Guinea to the Solomons to the Philippines. The names of Guadalcanal, Savo Island, and New Georgia, are battle honors which grace the colors of the United States Marines, Navy, and Army.

So it seems fitting that we title our newsletter, *The Coastwatcher*, to honor their achievements and to remind us of our *Mission for America*.

Semper Vigilans!

Erratum

Reader Eric Thompson points out that the O-320 engine was used on the Cessna 172, not the Cessna 182 as stated in the last Coastwatcher.

Ed Miller participated in the 12 December SAREX but his name was left out of the report.

CADET MEETING

05 January, 2016

Submitted by

C/TSgt Benjamin Ramsey

The Monthly planning meeting departed from the normal itinerary with Lt. Ray outlining the course that the night was supposed to take, and then left to attend other occupations.

Jumping right into business C/2dLt Poe relinquished her CAC responsibilities to C/TSgt Ben Ramsey and designated C/MSgt Hannah Ramsey as the Secondary CAC.

As the scheduling of the coming months commenced C/SSgt Daniel Ramsey volunteered to teach a Safety lesson next week. Cadet Sitz stepped up to the plate and will teach a DDR class next month.

January 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
					1 New Years	2
3	4	5	6	7	8	9
10	11	12 CC CALL	13	14	15	16
17	18 MLK	19	20	21	22	23 OFlight
24	25	26	27	28	29 CyberPatriot	30 OFlight STEM CP Pilot

February 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
31 CyberPatriot	1	2	3	4	5	6
7	8	9 CC CALL	10	11	12	13
14	15 Holiday	16 No Mtg(Cadet)	17	18	19 CyberPatriot	20 OFlight SQ SAREX CyberPatriot
21 CyberPatriot	22	23 Ground Team	24	25	26	27 STEM
28	29	PT Logs this month/ 4 days (Cadet)				

March 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8 CC CALL	9	10	11	12
13	14 Canada	15 Canada	16 Canada	17 Canada	18 Canada	19 OFlight TRAEX
20	21	22	23	24	25	26
27 Easter	28	29	30	31		

April 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2 STEM
3	4	5	6	7	8	9
10	11	12 CC CALL	13	14	15	16 OFlight SQ SAREX
17	18	19	20	21	22	23
24	25	26	27	28	29	30 STEM

This schedule is not a replacement for good communications.

Other Ground Tranex O-Flight Meeting Wing National

Respect

Date	Senior	Cadets
5	Planning / Staff	Leadership, Testing, Admin (civies)
12	Commanders Call	Drill, Insp, Sfty, CD, Lead, Promo (Blues)
19	Emergency Service -Communication	Drill, Insp, AE, Guest Speaker (BDU)
26	Speciality Track Brief	Drill, Insp, Fitness, Special Activity (PT)
29-31		CyberPatriot
30	Pilot Mtg (Meriden)	STEM: Build Telescope

Excellence

Date	Senior	Cadets
2	Planning / Staff	Leadership, Test, Admin (Civ)
9	Commanders Call	Drill, Insp, Sfty, CD, Promo (Blue)
16	Emergency Service - Winter	No Meeting
20	SQ SAREX	SQ SAREX
23	PD - Personnel/ES Officer Roles	Drill, Flight, Ground Team, Rocket (BDU)
27		STEM: Build Robot Arm

Integrity

Date	Senior	Cadets
1	Planning	Testing, admin, Leadership, Planning
8	Commanders Call	Drill, Safety, CD, Promo (Blue)
15	ES	Canada Troop - Special Activity (BDU)
14	Visit of Canadan Cadets- POC?	
22	no meeting	Fitness, Ground Team (PT)
24	OFlight	OFlight
29	TBD	Drill, Rocket (BDU)

Volunteer Service

Date	Senior	Cadets
2		STEM: Helicopter
12		
19	Commander's Call / Promotions	Drill, CD, AE, Promotions (Blues)
26		
30		STEM: Flight Simulator

SENIOR MEETING

05 January, 2016

submitted by

Capt. Elliot White Springs

The senior planning session had a conference call component for those officers unable to attend in person. The meeting adhered to the announced agenda: safety, next years staff, job assignments, squadron goals, VIP flights, orientation Flights and glider weekend, calendar phone tree and squadron communications

FORMER TRCS MEMBER REPORTS ABOUT CAP FROM FLORIDA

Al Losacano has migrated south and missed our warm December but he continues his CAP activities. Here are highlights from a note which Maj Farley recently received.

I have not flown since my arrival here in the squadron. Our aircraft here is a 172 with glass cockpit the squadron had a 182 but turned it in, in favor of the 172 because it costs less to operate.

The Squadron CO says that I'm already a scanner and Harbor patrol is conducted with AP in back seat. He approved me for observer training and for AP training, I'm presently training as MRO. This past Saturday I attended an all-day class on radio.

Got to operate both analog and digital And the audio sound level in digital will blow your socks off

I got to assist operating the radio on four SAREX missions. The radio room here is pretty nice and equipped with three Johnson's radios for aircraft, Coast Guard, ground also radio for monitoring tower/aircraft dialogue after wheels.

We are in the process of beta testing a camera attached to the wing tip of the aircraft. The 3M company is involved because the mounting bracket for the camera is to secured with an epoxy of some kind. Having the camera mounted under the wing will be a great advantage since it will be looking straight down with no struts to get in the way.

Give my regards to all at the squadron

AEROSPACE CURRENT EVENTS

Pilot's Bill of Rights Passes Senate

The U.S. Senate has passed the Pilot's Bill of Rights 2 with unanimous consent. The Bill will be forwarded to the House. The key provision is the elimination of the third class medical. New pilots, special issuance holders, and pilots who have not had a medical for ten year will need to take one medical examination.

Most private pilots who fly powered aircraft will not require recurrent checks but will follow practices adopted by the glider community which fly without medicals.

Limits are placed on operations. Aircraft cannot have an all-up weight greater that 6,000 pounds, can carry up to five passengers but must operate below 18,000 feet and at 250 knots or less.

Private pilots will also be required to take a free on

line course on aviation medical issues every two years and visit their personal physicians once every four years. The physician's visit will be recorded in a logbook.

If the bill passes the Senate without substantial modification, it will be forwarded President of the United States for his signature.

Drones to be Registered

The possible elimination of the third class medical is balanced by recent Federal Aviation Authority rules to register drones! The Feds give and the Feds take away.

The perceived danger of amateur and commercial flown drones to aircraft has resulted in new rules and a national registration data base, a step to calm the fears and officialdom about a drone/manned aircraft collision.

The European nations, historically traditional bastions of culture and freedom proposed to go a step further. The European Parliament resolved to call upon the European Commission to establish guidelines to ease their concerns about safety and privacy. Drones which can collect or store imagery and to adopt a registration scheme which will include on-board identity chips!

There are clear and present dangers to aircraft. Some 5,000 reports of lasers aimed at aircraft and about 13,000 bird strikes have occurred in the past year but registering lasers is about as sensible as registering birds.

According to the New York Times, the F.A.A. has found only two instances of possible drone collisions which required evasive action, both unconfirmed as of this date. The Academy of Model Aeronautics, the organized representatives of model aircraft flying say that aircraft/drone incidents has been minimal.

Official U.S government sources claim that during the past two years, there were 922 incidents involving drones and manned aircraft with 35% of

these incidents involving what are defined as close encounters, an approach within 500 feet.

On the other hand, the Chief Executive of Aero Kinetics, a Texas manufacturer of commercial drones, argues the serious threat which drones pose for manned aircraft. In a recent press release, the company stated that:

The study examined what will happen when a collision occurs between a toy drone and a manned aircraft, including the potential for damage and death. The study further compared a toy drone strike with historical data on bird strikes, which are proven to cause significant damage to manned aircraft and loss of human life. According to current estimates, bird strikes cost \$951,000,000 per year in the U.S. alone. Therefore, the study concludes that the impact of a toy drone, made of plastic, metal, and engineered materials, with a manned aircraft in a collision would be even more catastrophic.

Smith advocates that the nation needs a system to certify the airworthiness of drones and equipping them with tracking devices and collision avoidance systems.

Aero Kinetics is based in Texas and owned by a British corporation. Their website lists a range of aerospace consulting services and the lease of sale of three different kinds of drones. Their smallest model leases for \$5,000/month. You can purchase its big brother for \$99,999!

The F.A.A. has published a 211 page document which contains the registration rules. Registration will cost \$5 for a three year certificate. The rules apply to drone which weigh between a half pound and 55 pounds. The lower limit is equal to a half pint of water or the weight a school carton of milk.

The drones must carry registration numbers and the "pilots" must have their registration card on them whenever they fly.

Breaking News on Drone Registration

(abridged from Forbes website)

Current rules restrict drones to a maximum altitude of 400 feet, night operations, and within five miles of an airport.

Failure to comply with these rules could result in criminal prosecution and if convicted, up to three years in prison or \$27,000 dollars in fines.

Critics of the registration said the minimum weight of half a pound — the equivalent of two sticks of butter — would include too many small toy drones that are most popular with children and are generally harmless.

Failure to comply with the rules could result in criminal penalties of up to three years imprisonment or \$27,000 in fines. The F.A.A. said it would work with local law enforcement to enforce its rules. The agency already has guidelines that restrict drones to be flown above 400 feet, at night and within five miles of an airport.

The problem of enforcement arises. First, it is doubtful that the malicious drone rogues who break the law will register their drones. It would violate their Fifth Amendment rights. Then, there is the cost. And what about the bureaucracy needed to handle the paperwork. Will the \$5 registration fee cover the costs? And what about the police duties, court costs, and imprisonment costs of those who are convicted?

If the Pilot's Bill of Rights 2 is passed and signed into law, the F.A.A. employees that become redundant can be transferred to the drone registration office. This would also be an excellent opportunity to expand the role and payroll of the Transportation Security Administration.

O tempora! O mores!

John A. Taylor, a multi-rotor builder and flyer living in Silver Spring, Maryland. An insurance attorney, Mr. Taylor is representing himself.

Mr. Taylor is requesting that the court “issue an order declaring that the [FAA's registration rule] is void” and prohibited by Section 336 of the FAA Modernization and Reform Act of 2012. He alleges that that section specifically prohibits the FAA from promulgating any new rules or regulations regarding model aircraft if they're flown for hobby or recreational purposes.

Mr. Taylor requested an emergency stay of the FAA's registration requirement while the case winds its way through the legal process. That request was denied by the Court of Appeals on December 24, stating that Mr. Taylor ” has not satisfied the stringent requirements for a stay pending court review.” The case will now proceed according to a schedule issued by the Court, with the next filing deadline January 27. The FAA did not immediately respond to a request for comment.

Coastwatcher Proposal Double Nixed

In the last issue, The Coastwatcher reported that three Boeing 747s have been abandoned at Kuala Lumpur Airport.

The aircraft were abandoned by an untraceable owner about 18 months ago. Airport authorities have announced that the aircraft will be sold to pay for ramp fees incurred.

The Coastwatcher suggested that one of them be purchased or leased so CTWG can deliver the Spaatz Award to C/Col Schultz, now residing in Skopje, Macedonia on a U.S. State Department goodwill program. Schultz left before the citation arrived.



The Coastwatcher's preferred choice of the three available (credit: Olivia Harris-Reuters)

CAP headquarters at Maxwell AFB rejected *The Coastwatcher* proposal to purchase or lease one of the Boeing 747-200 aircraft now languishing a Kuala Lumpur Airport. The proposal was rejected on the following grounds: First, CAPR 60-1 which governs flight operations would have to be amended. Second, even though the vertical stabilizer is already blue, the cost of the red and white paint to apply a finished CAP livery would stretch the budget to the breaking point. Finally, authorization to fly outside of United States territory would be needed. And besides, the aircraft are fitted out as freighters and officials, especially the Editor accompanying the citation would be unable to travel in the style to which they are accustomed.

And then, the Editor was hit was the final blow to the plan. Swift Air Cargo, formerly known as "Splunk n' Dash Sdn Bhd," (no kidding) claims that they purchased the aircraft in June. A web search indicates that "Splunk n' Dash Sdn Bhd" is a laundering a dry cleaning establishment in Kuala Lumpur.

A dispute has arisen between Swift and the Malaysian airport operator over proof of ownership. Swift claims that they have been meeting with the Malaysian authorities on a regular basis but the Malaysian authorities say that the aircraft were abandoned and demand proof of Swift Air Cargo ownership.

Aircraft Which Used Piston Engines Featured in the Last Coastwatcher



Wright Flyer-Charlie Taylor Engine-first heavier than air, controllable, manned aircraft

Bleriot XI-Gnome 7 Omega engine at our own New England Air Museum



Packard Liberty-Curtiss NC-4, first aircraft to cross the Atlantic Ocean-V-12 engine visible under bow

Rolls-Royce Merlin engine-Avro Lancaster-Barnes Wallis bouncing visible under nose



Pratt & Whitney Wasp-Boeing P-26 Peashooter under restoration at San Diego Air and Space Museum

P&W Double Wasp engine-Lockheed RB-37 Ventura-A Kelly Johnson design



P&W R-4360 Double Wasp-Martin AM-1 Mauler which placed second to the Douglas AD-1 Skyraider

Continental A-65-Piper J-3 Cub-Editor's aircraft on first solo, 10 September, 1960-Waterford Airport



Lycoming O-320-Piper PA-22 Tri-Pacer owned by Danielson Squadron Commander Capt Everett Hadley