



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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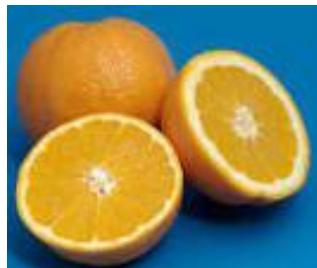
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FRUIT



The fruit is tentatively scheduled to be delivered on Friday morning. It will be unloaded by Grasso Tech student. We will need to transfer it to our site. The plan is to start the transfer in the afternoon. We will need trucks and vans and the contribution of as much help as you can give.

An e-mail will be sent out confirming the arrangements. Remember! The delivery date is tentative.

CADET/SENIOR MEETING

06 December, 2016

A major promotion and a Change of Command Ceremony were combined in a joint meeting.

Cadet Daniel Hollingsworth has qualified for the Earhart Award and promoted to the grade of Cadet/Captain. The award is named after Amelia Earhart Putnam, a pioneering aviatrix, who was lost with her navigator, Fred Noonan, on an attempt to fly around the world.

To earn the award, Hollingsworth had to pass a written examination and leadership and a second examination aerospace education with grades of 80% or higher. He also had to serve as an apprentice with a senior member studying and participating in a management function of the squadron. Finally, Hollingsworth had to meet the physical standards set by regulation.

Cadet Chief Master Sergeant Austin Eichelberg received the Neil Armstrong Award, the last step before achieving the grade of Cadet Second Lieutenant.

Command of the Thames River Composite Squadron was transferred from Lt Col John deAndrade to Maj J. Scott Farley. Lt Col deAndrade, a pilot with Delta Airlines, has served as Squadron Commander for the last two years.

Farley, a privately employed consultant, is rated a Cap Mission Pilot and over the last two years, has directed training while serving as the Deputy Squadron Commander.

FLYNN CONCERT

Former TRCS Cadet Commander, Brendan Flynn, now a First Class Cadet at the US Coast Guard Academy will be performing at Cummings Art Center, Evans Hall, Connecticut College on Wednesday, December 14th. The performance, a USCGA presentation is free and starts at 1900.

Brendan will perform an original piano composition which he has written.

Page 2 6075 Squadron Calender

The Coastwatcher

7 Dec Pearl Harbor

October 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
1/2 Traex Month	Cl 3	4	5	6	7	8 Groton Fair Rifle
9	10 Col Day	11 CC CALL	12	13	14	15
16	17	18	19	20	21	22 ST WD
23 OFlight	24	25	26	27	28	29
30	31 Hlwn	Sell Sell Fruit Sale				

November 2016

SUN	MON	TUE	WED	THU	FRI	SAT
Fruit Sale		1 Fruit Sale Due	2	3	4	5 Cadet Ball Rifle
6	7	8 Election CC CALL	9	10	11 Veterans ELKS	12 Traex
13	14	15	16	17	18	19 CLC
20 OFlight CLC	21	22 No Mtg	23	24 Thksgvg	25	26
27	28	29	30			

December 2016

SUN	MON	TUE	WED	THU	FRI	SAT
Fruit Sale Delievery around Dec 12						
4	5	6 CC CALL	7	8	9	10
11	12	13 Holiday Party	14	15	16 Expected Fruit deliver	17 Oflight
18	19	20 No Meeting	21	22	23	24
25	26	27 No Meeting	28	29	30/31 April OpsEval	SLS Mar 11/12

New Year- New possibilities

SUN	MON	TUE	WED	THU	FRI	SAT
New Improved Calendar online and in this publication						
4	5	6	7	8	9	10
11	12	13 CC CALL	14	15	16	17
18 OFlight	19	20	21	22	23	24
25	26	27	28	29	30	

Conference: 712-432-0075; 900387

Other Ground Tranex O-Flight Meeting Wing National

Excellence

Date	Senior	Cadets
1	Traex Startford	
4	Staff Mtg	Staff Mtg, Program Development (civ)
8		Groton Fair POC Richards
11	Commanders Call/Pilot Mtg	Drill, CD, Flight Time, Promotions (Blue)
18	AE - AEO Rocketto	PT, DDR, Guest Speaker (PT)
25	ES - AP	Drill, leadership, guest speaker (BDU)

Integrity

Date	Senior	Cadets
1	Staff Mtg	Staff Mtg
11		Elks
5	Pilot	Cadet Ball- Formal
8	Commanders Call	No School; No Cadet Meeting
19/20	CLC Class Hartford	
15	ES - Winter Ops	Drill, Guest Speaker, Promotions (blue)
22		No Mtg
29	Open training	PT, DDR, Flight Time (PT)

Volunteer Service

Date	Senior	Cadets
3/4	UCC cancel move to feb	
6	Commanders Call	Drill, CD, PT, admin, flight time (PT)
13		Holiday Party 1800 Civie (bring a dish)
20	Staff Conference Call (2000)	Staff conference Call (1900)
17		Oflights

Respect

Date	Senior	Cadets
3		
6		
10		
13		
17		
18		
18		
20		
24		
27		

This schedule is not a replacement for good communications.

PROMOTION AND CHANGE OF COMMAND PICTURES



C/Capt Hollingsworth and Lt Col deAndrade



Mr. and Mrs. Hollingsworth and Cadet Captain Hollingsworth



C/MSgt Austin Eichelberg receives the Armstrong Award from Lt. Susan Poe, Deputy Cadet Commander



Lt Col Lawrence Kinch, Master of Ceremonies prepares to pass the squadron guidon to Major Farley

RED CROSS DAMAGE ASSESSMENT CLASS

Hosted by the Connecticut Wing

Sunday 29 January 2017

13:00-16:00 (1PM-4PM)

Brainard Airport - HQ for CT-071 Royal Charter Composite Squadron

The purpose of the class is to train CAP members in performing effective damage assessments. In this course, we will learn how to:

- Perform a Damage Assessment (DA)
- Describe safety precautions to take while performing a DA
- Learn how to complete a “Street Sheet”
- Identify criteria for each damage classification category
- Describe and classify damaged dwellings

CAP has a Memorandum of Understanding with the Red Cross, and CAP members may be called upon to support and/or work together with the Red Cross in disaster relief missions. A DA is normally conducted from a slow-moving vehicle or on foot. In addition, in the context of CAP’s airborne photography missions, this training will help provide perspective on what to look for when performing disaster relief missions from the air.

According to the Red Cross, a disaster assessment mission helps to provide decision-making information for a disaster relief operation, and supports effective service delivery through the gathering, analysis, interpretation and distribution of accurate and timely information.

In disaster relief missions, the Red Cross conducts Impact Assessments, Preliminary Damage Assessments and Detailed Damage Assessments. This class is specifically about the Preliminary Damage Assessment, in which a preliminary estimate is made of the number of dwellings affected, and each affected dwelling is categorized according to the extent and scope of the damage.

UOD for this class is any authorized CAP uniform.

CURRENT EVENTS

Thursday, December 8

If the weather is good, there are a number of opportunities to observe some planets and a meteor shower.

The Moon is in its first quarter. It will be about 30 degrees above the horizon at sunset. Look for an extremely bright “star” between the moon and the western horizon. This Venus. Mars is the reddish “star” between Venus and the Moon. If conditions are right, just after sunset, trace a line from the Moon to Mars to Venus to the western horizon. If you are lucky, you will see a little bright “star,” the planet Mercury.

The Geminid meteor showers start this week and culminate on the night of 13/14 December. The best time to observe is after the Moon sets, and hour to three after midnight. The peak rate is about 120 meteors per hour.

AEROSPACE HISTORY

Hijacking

by

Stephen M. Rocketto

The last edition of The Coastwatcher carried two articles about the Boeing 737. The 737 is the best selling commercial jet passenger aircraft, almost 10,000 have rolled out of the factory. So many planes must have so many stories. Given this fact, the editor's mischievous mind realized that a lot of 737s must have been hijacked but he was wrong.

Between 1972 and today, only nine of these aircraft have been diverted from their scheduled routes. It turns out that the Douglas DC-8 was the first choice of aerial pirates, 27 recorded hijackings, followed closely the Boeing 727 with 26 takeovers. Only nine 737s fell victim to criminal seizure.

Two, a Pacific Southwest flight and one from Air West were the only U.S. aircraft. The others were airlines from India, Germany, Malaysia, Ireland, Norway, Iraq, and China which indicates the ecumenical diversity of choice of hijackers.

The size of hijacked planes have ranged from the Boeing 747 to a Cessna 206. The 1968-1970 period was the golden age for taking over commercial airlines with many U.S. flights diverted to Cuba. The returned laden with Cuban cigars and rum and the hijacker was generally arrested by the Cubans.

Most of the hijackers were motivated by political doctrines but there was the occasional criminal attempting extortion. Most famous is D.B. Cooper who took over a 727 in the Pacific northwest, received \$200,000 in ransom after landing. He then forced the pilot to take-off and departed the aircraft by parachute using the aft air-stair. He was never identified nor seen again. Afterwards, an aerodynamically operated vane mechanical device was installed in all 727s (and DC-9s). This prevented anyone from opening the aft air-stair in flight. It became known as the “Cooper vane.”

And then there are the deranged and demented. One of these mentioned in the last Coastwatcher wished to go to Jerusalem to construct the new temple and coincidentally wished to avoid incineration by a super-bomb which he imagined targeted the United States. When he left the cockpit to get a drink of water, he left his pistol behind, a “senior moment” which terminated his hijacking career.

Another inept hijacker took over a Braathen SAFE Norway airline, a 737, in 1985. He demanded an interview with Prime Minister Kåre Willoch and Minister of Justice Mona Røkke. He was unhappy about the way he was treated in prison.

He then released 70 of the passengers because they told him they would miss their connecting flights. While “in charge,” he consumed beer delivered from the galley. When the on-flight beer ran out, he had the authorities deliver a case to him and surrendered his weapon, an air pistol, in exchange. He was given a three year prison sentence, hopefully under conditions which were more satisfying to him than those of his first term. Research uncovered that I had a direct but

inconsequential connection with the first ever recorded aircraft hijacking, and event which occurred in 1931, a decade before I was born.

February 21, 1931, marks the first time an aircraft was seized. Byron Rickards has just landed a Panagra Ford Trimotor, *Santa Mariana*, at Arequipa, Peru. There are contrary reports on what transpired but I am relying on the version in William Krusen's book, *Flying the Andes*.

A squad of armed revolutionaries attempting to overthrow Peruvian President Sanchez Cerro seized the aircraft and crew. The wanted to use the a Trimotor to drop anti-government leaflets. Rickards refused and negotiations started. Panagra was concerned for the mail on board the *Santa Mariana*. If the mail was not delivered to Chile, they would lose their subsidy. The US Embassy got the rebels to release the mail and on the next day, a Lockheed Vega, dispatched from Lima, picked up the mail and its destinations.



*A Panagra Ford, probably in Talara, Peru.
(photo credit: Ed Coates Collection)*

Meanwhile a stand-off ensued with Rikards refusing to cooperate with the rebels. On March 2nd, the *coup d'etat* failed and Rickards was released but in return, he had to fly the leader of the coup to refuge in Arica, Chile.

Rickards also had the misfortune to be the first Captain to be hijacked twice. On August 3, 1961, a father and his son entered the cockpit of Rickards Continental Airlines Boeing 707. The father, a convict bank robber stated that he was fed up with being an American. He decided that he would redirect the aircraft to Cuba and give it to Fidel Castro for asylum.

*Capt. Byron Rickards,
Continental Airlines
(Photo Credit: AP Photo/Fred Kaufman)*



While on the ramp at El Paso, FBI agents shot out the planes tires. An FBI negotiator came on board. By then, there were eight men in the cockpit, the crew, the negotiator, and four men whom had volunteered to be hostages. The hijackers were distracted when the saw the flight attendants leaving via the rear exit. One of the hostages, a Border Patrol Agent, cold-cocked the father and the FBI Agent took down the son, ending the hijacking.



*Law enforcement vehicles approach Rickards' 707
(Photo Credit: AP)*

So what is my connection to this historic event? As it turns out, during the same time that Rickards was experiencing his second hijack, I was based in Arequipa and flying out of the same airport at which Rickard was hijacked the first time. Little had changed. The runway was now paved but the taxiways were all gravel and the terminal was the same as in 1931. A most tenuous historical connection between Rickards and me but a connection nevertheless.



The Arequipa terminal during my sojourn in Arequipa. Not the similarity in style to the Talara terminal and take a look at the airport altitude.

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