



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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CADET MEETING

26 January, 2016

Submitted by

C/TSgt Benjamin Ramsey

1stLt Emily Ray led the Cadets rigorous calisthenics routine. The normal PT routine followed and saw many improvements from last time with several cadets reaching the numbers required for their next promotion.

In preparation for the Ground Training Exercise on the 23d of February, Maj. Bourque gave an in-depth talk on the requirements and various tasks associated with Emergency Services.

TRCS SPECIAL AEROSPACE EDUCATION ACTIVITY

20 February, 2016

Plans are underway for a field trip to a science and engineering colloquium and museum visit sponsored by the MIT Club of Hartford.

The event will consist of a lecture by Professor of Physics Ed Bertschinger who will speak on relativity which will be followed by a question and answer session.

Ed Bertschinger is Professor of Physics at MIT. He is a theoretical astrophysicist whose work focuses on cosmology, gravitation, and relativistic astrophysics. Bertschinger leads a research program studying dark energy and dark matter. He and his research students (from high school to postdoctoral) investigate the formation of cosmic structure after the big bang, the physics of dark matter both in the early universe and in forming galaxies, the physics of gravitation in general relativity and alternative theories, and the physical processes governing matter and radiation close to black holes. His group uses a combination of analytical, computational, and statistical methods.

This will be followed by an informal discussion with students over pizza regarding his research on the big bang and dark matter.

The event will conclude with an informal, self-directed tour of the Pratt aircraft engines and a chance to visit the Next Generation Technology Center.

Attendance is limited. Interested Cadets should contact Lt Col Rocketto by e-mail by Tuesday, February 9th.

SENIOR MEETING

26 January, 2016

Submitted by

Commodore Oliver H. Perry

A briefing was held on the details of the USAF proficiency flight syllabi.

Senior members split into various groups to conduct a number of activities.

Majs Paul Noniewicz and Keith Neilson planned an IFR proficiency flight to Meriden on Saturday to attend the CTWG pilots' meeting.

Maj Scott Farley conducted an observer training session.

LtCols Lawrence Kinch and Richard Doucette worked on administrative and professional development issues.

LtCol Stephen Rocketto briefed a potential new member on the entry requirements and general program demanded by CAP,

First Flight of 737 MAX Scheduled for Friday

The 737 MAX is the latest version of the Boeing 737, the most popular airliner ever built. The aircraft will use a CFM engine which Boeing claims will reduce fuel burn by 14%. Over 3,000 are now on order. However, the 737 MAX has been slow off the block. Rival Airbus flew the rival A320neo powered by the Pratt & Whitney geared turbines a year and a half ago and nine months later launched the A320neo using CFM engines.

Twelve European Nations form Strategic Airlift Capability Program

Boeing will train European crews in Great Britain to operate the McDonnell Douglas C-17 Globemaster III heavy lift transport.

The three aircraft which make up the consortium's heavy airlift wing will be based in Hungary. Each nation owns a share of the fleet and may fly hours in proportion to their financial contribution to the program.

KC-46 Passes Gas to F-16

The newest Air Force tanker, the Boeing KC-46 Pegasus successfully completed its first air-to-air refueling mission. Operating out of Edwards AFB, 1,600 pounds of jet fuel was transferred to the F-16.

AEROSPACE CURRENT EVENTS

A Potpourri of Recent Events

A-29s and the Afghanis

The first of twenty Embraer A-29 Super Tucano arrived at Moody Air Force Base, Georgia. Afghan pilots and maintainers will start training next month. The aircraft will be used for ground attack and reconnaissance missions.

Air Cargo Slump Affects Boeing 747-8 Production

A shrinkage in demand for air cargo has prompted Boeing to reduce the production rate of its 747-8 freighter in half, from one per month to 0.5 per month.

Sikorsky CH-53K or Boeing CH-47?

Germany has decided to upgrade its fleet of heavy lift helicopters. The government will decide whether to purchase the Sikorsky CH-53K King Stallion or Boeing-Vertol's CH-47 Chinook. Both aircraft are much improved descendent of machines which took flight over 50 years ago!

Air Traffic User Fees for GA Aircraft

Several congressional supporters stated that there will be no per flight user fees for general aviation aircraft if there is a move to a non-profit and private ATC system. The draft legislation has not been released but Rep. Sam Graves (R-Mo.) and Todd Rokita (R-In.), both pilots, assure the GA community that the fees are "off the table."

CAP at the Super Bowl

CAP's California Wing will participate, for the 15th year, in exercises designed to test the security of the temporary flight restrictions (TFR) on Super Bowl Sunday, February 7th. CAP aircraft will simulate trespassers into the TFR and serve as practice targets for California Air National Guard interceptors.

AEROSPACE HISTORY

Now is the Time, the Bluto Said, to Speak of Many Things,

Of Blimps and Ships and Sailing Laps, of Aviation Things

Feature Editor Hap Rocketto sent in some interesting comments which relate aviation to the America's Cup Race. Hap, a sailing master with seaman papers, has had a long term interest in the the race.



America, for whom the trophy is named.
(Credit: Library of Congress)

The race is for the America's Cup is the oldest international sporting trophy. In 1852, the yacht *America* soundly defeated 15 British yachts in a race around the Isle of Wight. Queen Victoria, a spectator is reputed to have asked who is second and was told that there was no second. The trophy for the race was a silver cup worth £100 and given to the New York Yacht Club which established a challenge race for the Cup. The United States dominated the event running up 35 consecutive victories in 132 years. The streak was ended in 1983 when *Australia II*, Royal Perth Yacht Club defeated the New York Yacht Club entry, *Liberty*.

So what does this have with aviation history?

First, Paul W. Litchfield, Goodyear Chairman of the Board started the tradition of naming Goodyear blimps after America's Cup contenders. As mentioned in the last Coastwatcher, the L class blimps expropriated by the Navy as the beginning of WW II honored *America*, the winner of the first race and *Reliance* (1903), *Resolute* (1920), *Enterprise* (1930), *Rainbow*(1934), and *Ranger* (1937). Post-war additions to the Goodyear fleet were *Puritan* (1885), *Volunteer* (1887), *Vigilant* (1893), *Defender* (1895), *Columbia* (1958 and 1971), and *Stars and Stripes* (1987 and 1988).

Ranger was designed by William Starling Burgess who specialized in fluid dynamics and made major contributions to naval architecture and aviation. Burgess was the third person to win the Collier Trophy, awarded annually for "the greatest achievement in aeronautics or astronautics in America" He was preceded by Glenn Curtiss, and Orville Wright. Other Collier's awardee include Scott Crossfield, Bert Rutan, Kelly Johnson, and Chuck Yeager.

But there is more to the story. The 1934 and 1937 contenders were of the majestic J boat class, *Endeavour I* and *Endeavor II* racing for the Royal Ulster Yacht Club but financed and helmed by aviation great, Sir Thomas Sopwith, CBE, Hon FRAeS. Sopwith was an early balloonist and a first class athlete who competed at the international level in ice hockey.

He taught himself to fly in 1910 and was awarded Royal Aero Club Aviation Certificate No. 31. In 1912, he established the Sopwith Aviation Company, During WW I, the company produced some 18,000 aircraft one third of which were Sopwith Camels.



Thomas Sopwith (Credit:Library of Congress)

Government taxed bankrupted the company but he teamed with test pilot Harry Hawker and formed Hawker Aircraft which, over the next few years took over Gloster Aircraft Company, A.V. Roe, and engine manufacturer Armstrong Siddeley. In World War II, the conglomerate produced the Hawker Hurricane, the Avro Lancaster, and the Gloster Meteor, the only allied jet aircraft to see combat. *Déjà Vue* again! In 1920, British government tax policies forced Sopwith into bankruptcy and in 1977, the names of Hawker, Avro, and Gloster faded into the past following amalgamation and nationalization of the aircraft industry by the British government.

Finally, the *Coastwatcher* editor can contribute an aviation link to the America's Cup race. On 17 September, 1974, he flew a photo plane which covered the 4th race in the 23rd running of the competition. The course was in Narragansett Bay southwest of Newport, Rhode Island. The Olin Stephens designed 12 meter yacht *Courageous* defeated the Royal Perth Yacht Club entry, *Southern Cross*, in four consecutive races.



Courageous leading Southern Cross on a downwind run.

The mission was interesting, circling left and avoiding a gaggle of helicopters, a swarm of fixed wing aircraft, flocks of seabirds, and of course, the solitary Goodyear blimp, most likely the *America*.



Note how the hydronamically tuned hulls create little energy robbing wake.