



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 10.5

02 February, 2016

CADET MEETING

02 February, 2016

Submitted by

C/TSgt Benjamin Ramsey

Drill instruction focused on assisting newer cadets in learning the basic movements

C/Amn William Burns presented an aerospace briefing on astronomical topics and shared with cadets his interest in astrophotography.

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 Physics Professor Ed Bertschinger who will speak on relativity followed by a question and answer session.

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.

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.

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

ORIENTATION AND PROFICIENCY FLIGHTS

Cadet Gabriella Richards-Chenette flew a Syllabus 6 orientation flight on Saturday, 30 January. The cross county was to Narragansett Bay and return. Maj Paul Noniewicz was the pilot.

Majs Paul Noniewicz and Keith Neilson flew and instrument proficiency flight on Saturday, 30 January. They completed a number of different approaches at southeastern Connecticut airports.

February 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
	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 Safety DD	24	25	26	27 STEM
28	29	PT Logs this month/ 4 days (Cadet)(Encouraged for Seniors) 20 FEB P&W Tour, MIT Brief				

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 Rifle
27 Easter	28	29	30	31		

April 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
<i>Encampment Staff deadline April 1st</i>					1	2 STEM
3	4	5	6	7 NER AEO	8 NER AEO	9 NER AEO
10	11	12 CC CALL	13	14	15	16 OFlight Rifle
17 Week of Spring Break	18	19 No Mtg	20 SB	21 SB	22 SB	23 SQ SAREX
24	25	26	27	28	29	30 STEM

May 2016						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10 CC CALL	11	12	13	14 Rifle
15	16	17	18	19	20	21 OFlight Tranex / Rocket Contest
22	23	24	25	26	27	28
29	30	31 FUN	Rocket Contest 21 May (tentative)			

Excellence

Date	Senior	Cadets
2	Planning / Staff	Planning, Rockets, Safety, Aerospace (BDU)
9	Commanders Call	Drill, Insp, DDR, CDI, Promo (Blue)
16	Emergency Service - Radio NPX38 LK	No Meeting
20	SQ SAREX	SQ SAREX, Ofights, Field Trip
23	Safety Down Day- Winter,etc (60min)	Drill, Flight, Ground Team, Rocket (BDU)
27		STEM: Build Robot Arm; OFlight - Backup

Integrity

Date	Senior	Cadets
1	Planning - Sq staff mtg	Testing, admin, Planning (civies)
8	Commanders Call	Drill, Safety, CD, Leadership, Promo (Blue)
15	ES	Canada Troop - Special Activity (BDU)
14	Visit of Canadian Cadets- POC?	
22	PD - Personnel/ES - KLN89 GPS	Fitness, Ground Team (PT)
24	OFlight	OFlight
29	AE Brief	Drill, Rocket (BDU)

Volunteer Service

Date	Senior	Cadets
2		STEM: Helicopter
5	Planning: Staff Mtg	Leadership, testing, rocketry (civies)
12	Commander's Call / Promotions	Drill, CD, AE, Promotions (Blues)
16		Ofights
19	No meeting	No meeting
23		SQ SAREX
26	CAP History, PAO Brief	Fitness, Safety, Rocketry, ES (BDU)
30		STEM: Flight Simulator

Respect

Date	Senior	Cadets
3	Planning / Staff	Leadership, Testing, Admin (civies)
10	Commanders Call	Drill, Insp, Sfty, CD, Lead, Promo (Blues)
17	ES - LISP Plan, Ditching	Drill, Insp, AE, ES, DDR, Guest Speaker (BDU)
21		Commanders Cup Rocketry
24		Fitness, Safety, flight time (BDU)
31		Fun night
14	CTWG Rifle Program to qualify for marksmanship ribbon (11 June)	

This schedule is not a replacement for good communications.

SENIOR MEETING

02 February, 2016

*Submitted by
1st Lt. Russell Brown*

Planning Session

Twelve members were present and one participated by telephone.

Maj Scott Farley reviewed the squadron events calendar and members discussed the details of upcoming events and suggested additional training.

Maj Paul Noniewicz offered a safety briefing on CAP policy by which a pilot or crew member can curtail or reject a mission.

Maj Farley informed the squadron that the 20 February SAREX has not yet been approved by Wing.

Lt Col deAndrade reported that February is a training month for mission pilots and aircrews and encouraged participation by all eligible members.

Maj Farley made his monthly report to members whose qualifications are expiring.

A discussion ensued about the recent Wing pilot meeting. The necessity of properly filling out mission paperwork was emphasized. A radio frequency plan was distributed, and two new squadrons, Waterford-Oxbury and Windham are in the planning stages.

Lt Col Richard Doucette explained the opportunities for training which are offered at the National Emergency Services Academy and urged squadron members to take the opportunity to participate.

CYBERPATRIOT

The TRCS CyberPatriot team met on Saturday last. Cadets Benjamin Ramsey, Hannah Ramsey, and Alec deAndrade work to solve a number of

problems involving computer security. The team advisor is 1st Lt David Meers. Providing additional support were Maj Noniewicz and Lt Col Rocketto.



*deAndrade, B. Ramsey, and
H. Ramsey at work on the
problem.*

(photo credit: Lt Meers)

PILOT MEETING

CTWG held one of its periodic pilot meetings at Meriden-Markham on Saturday, 30 January. LtCol John deAndrade, Maj Paul Noniewicz, Keith Neilson, Scott Farley, and Senior Members Steven Schmidt and David Pineau attended.

FAA WINGS PROGRAM

By

Stephen Rocketto

The Federal Aviation Administration runs a safety and pilot proficiency program under the auspices of the Federal Aviation Safety Team (FAAST). The program provides a wide range of on-line courses, webinars, meetings and a wealth of on-line publications. The FAAST mission statement is to "Improve the Nation's aviation accident rate by conveying safety principles and practices through training, outreach, and education; while establishing partnerships and encouraging the continual growth of a positive safety culture within the aviation community."

I participate as both a pilot and FAAST service provider. The specific program of for pilots is called WINGS. The premise of the program is that currency and proficiency are keys to safe flight. The issues which are addressed are the perennial "...primary accident causal factors that continue to plague the general aviation community." There is no charge for most of the on-line courses and seminars.

VFR flight into IMC conditions, loss of control, Class B VFR operations, special use airspace, and icing to name just a few. In my last series of learning experiences, I completed an on-line course on aging gracefully, one on avoiding loss of control, and a live seminar of post crash survival training for civilian aviators. These courses combined with three flight activities on specific part of the practical test standards such as soft and short field take-offs and landings, slow flight, or airport operations will earn credit as a flight review. I have never participated in one of the educational programs that I did not find to be both fruitful and enjoyable.

For the first time, I participated in a webinar. It was entitled Alton Bay Ice Runway-Decision Making on Ice. The program was illustrated with slides and video and allowed questions to be submitted via internet. Alton Bay is the only ice runway in the lower states. It is situated on Lake Winnepesaukee, a summer seaplane base. Volunteers clear a runway and taxiway which is usable when the ice gets thick enough.

Two years ago, Lt Col John deAndrade and I flew up to New Hampshire and landed on the runway which is seasonal and sits on the ice on Lake Winnepesaukee. Our preparation for the flight was thorough. We checked current condition of the runway and were competent in short field spot landings and we knew the landing roll without brakes but the webinar discussed a number of issues which we had not considered.



Left Base to final at Alton Bay. Note the high terrain on the downwind leg and the ice fisherman to the left of the runway.

First, the recommended ice creepers so you can walk without falling. Of course, both of us did fall and sustained some bruising. Another thing which we did not think about is the problem of "flat light." Anyone who has worked interpreting aerial or satellite photographs knows the importance of shadows. A flat light condition is shadowless and can result in problems with runway visibility. What about insurance? Does the aircraft insurance cover ice runways? All-in-all, the 1.5 hour program was both entertaining and educational, time well spent. .

FAAST on-line also offers briefings and discussions on the flight rules for Class B airspace, the special rules for the District of Columbia area, and the issues of runway hot spots and runway incursions. They also have a really informative "kneeboard card" the the rules on navigating the New York Hudson River scenic route

If you are a Civil Air Patrol pilot, the annual Form 5 flight check completes all of the flight activity portion of the flight review. This can result in a considerable financial saving.

I heartily recommend participation in the FAAST Wings program. For details on enrolling and program offerings, go to the following website: <https://www.faasafety.gov/>

GONE WEST

Maj David Mauritson, a member of the Alabama Wing died when the Cessna 182 which he piloting crashed within a mile of Mobile Regional Airport. His crewman, 2nd Lt. Phil J. Dryden was also killed. The accident occurred during foggy weather and the National Transportation Safety Board has taken charge of the investigation.

Mauritson was an intellectually and spirituality gifted person. He died in the line of duty, returning from a flight to Baton Rouge after completing a mercy flight. His sacrifice is in the best traditions of the Civil Air Patrol's volunteer contributions to the community at large.

A graduate of Harvard, he was both a cardiologist and a lawyer and had a long term association with aviation. His father, also a doctor, was a pilot and his son, a lawyer, holds an airline transport certificate. Dave's log book recorded some 10,000 of flight time and qualifications include the airline transport certificate and ratings for single and multi-engine land and seaplanes, glider, rotorcraft, and gyroplane. His Civil Air Patrol qualifications include check pilot and mission pilot examiner.

The Coastwatcher editor worked with Dave at the Northeast Region Glider Academy at Hartness State Airport, Springfield, Vermont. As public affairs officer and ground instructor, he had numerous opportunities to observe his teaching and discuss flying with him. Dave was an talented flight instructor who quickly established a rapport with his cadets. His teaching style was multi-faceted and he used example, demonstration, and Socratic dialogue to develop the skills of his students.



Mauritson Interacts with His Students



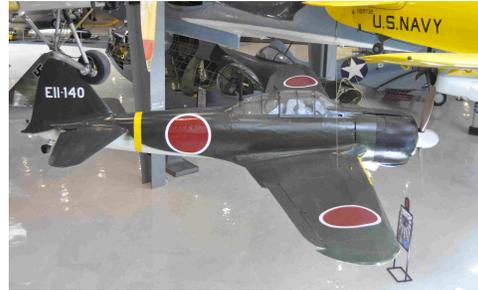
If we hold with Greek mythology, "Fate....," as Ernest Gann said, "...is the Hunter." A person's destiny is akin to a thread; spun, measured and cut by the three Fates, Clotho, spinner, Lachesis, the measurer, and Atropos who inevitably cut the thread. Maj Mauritson's thread has been cut and he has gone west but his aviation legacy lives on in the students which he taught and the high standards which he set.

We are diminished.

CURRENT EVENTS

Zero Takes Flight Over Japan

Last week, the legendary Mitsubishi A6M flew in Japanese airspace for the first time since World War II. The aircraft, code named Zeke but better known as the Zero is owned by Masahiro Ishizuka, a Japanese businessman.



Above: A6M2-21 at the Museum of Naval Aviation Below: Airworthy Zero with the Sakae engine at the Planes of Fame Museum in Chino, California.



Named Zero for the year in the Japanese calendar in which it first flew, the aircraft was known for its maneuverability and long range. It could turn on dime and leave nine cents change. It was also known for its rather flimsy construction and its inability to take damage, lacking armor and self-sealing fuel tanks. This drawback was of little import in the early days of the war when it faced aircraft such as the Brewster F2A Buffalo and Grumman's F4F Wildcat. But later, when it fought against the Navy's Grumman "Iron Works" F6F Hellcat and the Marines, Chance Vought F4U Corsair, its light construction proved to be a serious disadvantage when facing off against the more robust U.S. aircraft.

Nemeses of the Zero



F6F-3 Hellcat in diorama representing deck and island of U.S.S. Cabot

F4U-4 Corsair at the U.S.M.C. Museum, Quantico, Virginia



Ironically, the pilot was a retired U.S. Air Force veteran, Lieutenant Colonel Skip Holm, a former combat, race and test pilot.

The aircraft was recovered in the 1970s from Papua, new Guinea where it had laid derelict since the end of the war. Restoration took place in the United States and the plane featured in the movie *Pearl Harbor* and numerous airshows. The plane had to be equipped with a Pratt & Whitney R-1830 Twin Wasp engine since the original 950 HP Sakae engine could not be obtained.

Only one airworthy Zero equipped with the original Sakae engine is still operated by the Planes of Fame Museum in Chino, California.

AEROSPACE HISTORY

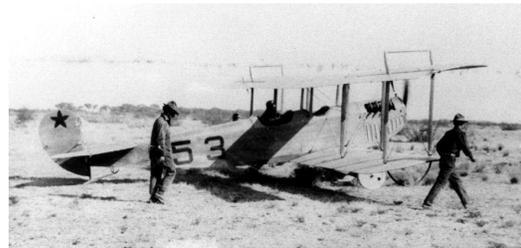


Maj. Gen. John F. Curry
(credit: U.S. War Department)

Between 1941 and 1975, twelve serving officers of the United States Army Air Force and the United States Air Force have served as the Civil Air Patrol National Commander. First among these was Major General John F. Curry, USAAF. Aside from his appointment as the first National Commander, little is said in CAP literature about Curry's career and contributions to aviation and most know the name as the first step on the Cadet promotion ladder.

Curry was born in New York City in 1886. He graduated from the U.S. Military Academy in 1908 and commenced a 37 year career. In 1915, while serving as an instructor at West Point, he made his first flight.

Curry, now a pilot, joined the First Aero Squadron in 1916. After the Mexican revolutionary Pancho Villa raided Columbus, New Mexico, the Squadron was attached to General Pershing's "Punitive Expedition" entered Mexico, and chased Villa for nine months with no success. They flew a variety of Curtiss aircraft on reconnaissance and courier duties. Curry commanded headquarters aviation detachment at Colonia Dublán, Chihuahua, a Mormon settlement.



Curtiss Jenny Used in the Punitive Expedition
(credit: U.S. Army)

Their experiences revealed that the current aircraft available to the Army were woefully inadequate. In 1917, Pershing's troops was recalled and Pershing was appointed commander of the United States forces in World War I.

His World War I experiences were mixed. Curry first commanded the Ellington Field, Texas Bombing School and then sent overseas as the Chief of Staff for the 2nd Army's Air Service. As a combat pilot, he was credited with the shoot-

down of a German observation balloon and in turn was shot down by anti-aircraft fire but escaped capture.

Curry was then ordered to Hawaii to command the 6th Aero Squadron. One of his duties was to select a site for a base and Curry, by now a captain, arrived in Honolulu on February 13, 1917. Lacking any instructions from the War Department, he wired Washington asking for orders to return for a conference on what was expected. The request was denied on financial grounds and the message ended with "This office relies on your initiative, energy and discretion to carry out its plans. You will proceed at once."

Captain Curry seized the initiative and reasoned that "the air force will act similarly to a long range coast artillery weapon" and will be utilized to attack enemy vessels attempting to land on Oahu. He learned that the Curtiss N-9 flying boat would be supplied to the 6th so he scouted Oahu for the best site for the new base. Ford Island was selected because of its proximity to water, clear approaches, a favorable prevailing wind, and its availability and low price. Curry negotiated with the owners and the government and secured the island for about \$265,000.



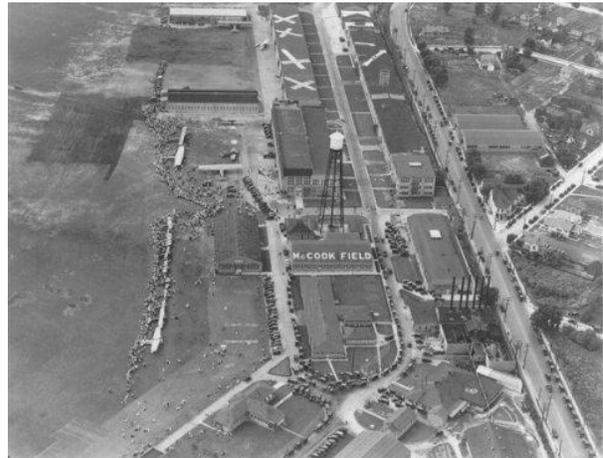
Curtiss N-9H



*Earliest known photo of Ford Island airstrip. Note the seaplane slips
credit: unknown U.S. Army aviator)*

What followed was a succession of supervisory assignments and Air Corps schools. He served as Department Air Officer in Hawaii, the Army's largest overseas department. During his tenure, a number of balloon and observations squadrons were established, Wheeler Field was built, and supporting air intelligence and photographic units formed.

A stint in 1924 at the Air Corps Engineering School at McCook Field in Ohio led to assignment to the as Chief of the Air Service Engineering Division. Cook Field was the Edwards Air Force Base of its time and the Engineering Division evaluated new aircraft and new technologies. Pressurization, aircraft landing lights and parachuting were some of the experimental studies.



McCook Field, 1923

(credit: USAF Aeronautical Systems)

Back to school in 1928. This time at the Air Corps Technical School at Langley Field, Virginia. Air Corps Technical Schools concentrated in the training of officers and mechanics in respect to the practical aspects of aviation such as aircraft repair and maintenance. This prepared him for his next assignment, Chief of the Air Service Engineering at McCook Field, Dayton, Ohio. Curry now had a fully rounded background in the developmental and hands-on aspects of military aviation.

McCook Field was built in 1917. Attempts to move it to Langley were made during its ten year history but the citizens of Dayton, led by Frederick

Patterson, president of National Cash Register, fought to keep it. Land was donated and a new airdrome, Wright Field was built. The donated

land included the original Wright flying field at Huffman Prairie and the facility eventually morphed in Wright-Patterson Air Force Base.

About the time that McCook was closed, Curry received new orders and headed for Maxwell Air Field near Montgomery, Alabama. At Maxwell, Curry was enrolled in the Air Corps Tactical School (ACTS) coincidentally the current location of the Civil Air Patrol's national headquarters. At ACTS, officers were prepared for higher executive assignments. The ACTS also developed doctrine for the training and the employment of aircraft in war. Perhaps the best known of its doctrinal products was that of daylight precision bombing, the lynchpin of U.S. strategic bombardment strategy in World War II. A coterie of Billy Mitchell's followers, Harold George, Frank Andrews, and Hap Arnold were key figures during this period of time and formed what was known as the "bomber mafia."



*Austin Hall, home of ACTS, Maxwell Air Field
(credit: Air University)*

Graduating from ACTS, Curry was sent to the Army's Command and General Staff College, Fort Leavenworth, Kansas in 1929. This was the pinnacle of formal military education, essentially a "doctorate" in advanced military planning and command responsibilities and prepared him for higher command.

From 1931 to 1935, Curry was Commandant of ACTS. At this time, he interacted with Claire Chennault, Chief of the Pursuit Section and a strong advocate of fighter plane tactics. The "bomber mafia" and Chennault bumped heads over whether of not bombers or fighter should be the spearpoint of aerial offensive operations.

Chennault's belief that improvements in fighter performance would bring the speed and altitude necessary to challenge the bombers. But with no centralized interceptor command and no radar, this was not a viable belief at that time. As usual the arguments of both sides had merits and flaws. World War II taught the bomber enthusiasts that air superiority was needed to carry out daylight bombardment over Germany. Early operations were disastrous and aircraft losses did not diminish until late in the war when the P-51 Mustang assumed the bomber escort role.

In the fall of 1934, Claire Lee Chennault was detailed by Curry to form and lead an aviation acrobatic team for the Air Corps. The group was called the "Three Men on the Flying Trapeze" and flew Boeing P-12s in tight acrobatic formations for 30 minute performance.



P-12E, the type used by Chennault and the Three Men on the Flying Trapeze.

The specter of United States involvement in World War II led to the start of the rapid and massive expansion of the military. Curry advanced from colonel to major general in five years. A 1936 tour at the Army War College was followed by appointment to the War Department General Staff in Washington and Commander, Hamilton Field, California.

After Hamilton Curry was appointed commanding general of the 2nd Air Force in Spokane Washington and Commanding General of the Rocky Mountain Technical Training Command, Denver, Colorado.

On the first of December, 1941, a week before the Pearl Harbor attack, Administrative Order 9 establishing the Civil Air Patrol was signed by Fiorello LaGuardia, Director of the Office of Civil Defense. Major General Curry was appointed as the first national commander and given 90 days to prove the worth of CAP. The organization of anti-submarine and Mexican border patrols was swift and proved the worth of CAP. Curry, his job done, went to Denver for two years to command the Western Technical Training Command where he worked on extending the range of bombers and increasing the service ceiling of the Curtiss C-46 to enable it to fly the "Hump" supply missions from India to China. His last posting was a year as the Chief, Air Force Evaluation Board, Mediterranean Theatre of Operations.

The war ended and Curry retired from the U.S. Army Air Force on October 31st, 1945. But he continued to contribute not only to the Air Force but also to his community. He settled in Denver and became active in the Boy Scouts, the Red Rock Music Festival and the *Alliance Française*. Time was spent as a consultant to defense contractor Ramos-Wooldridge. He remained active in aviation and served as the Colorado State Director of Aeronautics and was a member of the

Early Birds of Aviation, an organization which limited its membership to pilots who soloed a gas balloon, glider, or airplane prior to December 17th, 1916. He returned to the Civil Air Patrol and Maj General, USAF (ret'd.) Curry directed Colorado CAP in a survey of the rugged terrain of the Centennial State, developing safe routes in the 14,000 foot Rocky Mountains.

Curry was instrumental in locating the U.S. Air Force Academy in Colorado. Air Force leadership was chary about the state because of the high number of deaths due to respiratory disease. Curry showed that this was not due to the atmosphere but due to the large number of sufferers of respiratory disease who settled in the healthy climate of Colorado. Curry supported his arguments with data and convinced the Air Force to make their home in Colorado Springs.

The *Official Guide of the Air Force Academy* states the following:

One of the pioneers of aviation, retired Maj. Gen. John F. Curry, lived in Denver. For many year climatology had been his hobby. His studies of altitude and flying as well as his study of respiratory diseases at military installations in Colorado and Wyoming were invaluable to Air Force and medical authorities wrestling with thorny questions. His studies helped resolve Colorado as a suitable location for the Air Force Academy"

His love of aviation is demonstrated by an anecdote told by his daughter. They were flying through a sky just after a rainfall and a rainbow was visible. Curry teased his daughter. "If I could land the plane at the end of that rainbow, we'd go over to that leprechaun take his gold and we'd be rich. Sheila, his daughter replied "That's OK daddy, we are rich." The General replied "You're so right. If you can fly a plane through a rainbow you are rich. And the rich legacy which General Curry bequeathed to our nation, the USAF, and aviation ought not be forgotten.