



Missions for  
America  
*Semper vigilans!*  
*Semper volans!*

## The Coastwatcher

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## CADET MEETING

*10 January, 2017*

*submitted by*

*Lt Steven R. Deignan-Schmidt*

A character development lesson was taught by Lt. Drost on decision making when both possible outcomes are less than ideal.

Cadets were advised about the National Cadet Summer Activities and the impending deadline for application.

Cadets were informed about the upcoming Urban Direction Finding training. Details may be found in the training section.

## SENIOR MEETING

*10 January, 2017*

*submitted by*

*1<sup>st</sup> Lt. Douglas Campbell*

### Commander's Call

Lt David Pineau presented the safety briefing and discussed the clothing needed for winter flying.

Squadron Commander Maj Farley discussed the differences between a staff meeting and commander's call, specifically the level of information topics discussed and of information presented.

The conditions under which CTWG will pay hanger or heating fees for a Groton based aircraft was explained. Essentially, Air Force assigned missions and the new Connecticut "ice patrol" fees will be covered by Wing.

The "5<sup>th</sup> week" meeting of the month will be a social gathering at The Spot, a watering hole at the corner of Buddington and the Boston Post Road in Groton. The event starts at 1800. The "uniform" is civilian dress.

## ACHIEVEMENTS AND ADVANCEMENTS

### *Hollingsworth Moves Ahead*



C/Capt Daniel Hollingsworth has completed the "leadership" stage of the advancement program and is closing in on his promotion to Cadet Major.

## *Orientation Flights*



Cadet Alessandra Petrillo, who was misidentified in the last edition completed her first orientation flight with Maj Scott Farley. She said that the O' Flight was a great experience and is awaiting her next lesson. In a conversation about flying, she expressed an interest in the glider program.

## **TRAINING**

### *UDF Training*

Maj Bourque and Capt Meers will offer the training needed to qualify for inclusion on the Emergency Direction Finding team. The first session will be held at Mystic Jet's north hangar on the 28<sup>th</sup> of January from 0900 to 1300. Some training will be outdoors so dress appropriately.

Equipment needed are BDUs and CAP documentation, notepad and pencil, watch, flashlight with red or blue lens and spare bulb and cells, compass, protractor and ruler, map case or large zip-lock bag, alcohol pens neither of which are the color of your flashlight lens, and an alcohol pen eraser. Some of this equipment may be available in the squadron supply locker.

Trainees should possess a CAP General Emergency Services qualification.

### *VIRB Training*

On Saturday, 14 January, the CTWG is holding a special training session at Brainard Field, starting at 0800. The VIRB System is a camera fixed to the wing of an aircraft and transmitting the imagery to a computer operated by one of the

crew. It is expected that the equipment will find its first use to gather information on winter ice on navigable waterways.

## **CURRENT EVENTS**

### *FAA Adopts Third Class Medical Reform*

The new program, called Basic Med allows pilots operating under Part 91 to have an alternative means to certify that they are healthy enough to fly. There will be no need to visit an FAA Aviation Medical Examiner to obtain a Class Three medical certificate.

Basic Medical will commence on the first of May of this year. Pilots operating under the new ruling must meet certain standards and will have some limits placed on their flight operations.

Eligibility requires that a pilot has held an FAA medical certificate within the past ten years. In order to exercise flight privileges the pilot must possess a valid driver's license, completed a basic on-line medical aviation course, and take a medical examination every four years with a doctor of his choice. The on-line course is offered by the Aircraft Owners and Pilots Association and is open to all, gratis.

Part 91 Basic Medical authorized pilots will be restricted to aircraft carrying no more than six people and weighing no more than 6,000 pounds. Rotorcraft and turbine powered aircraft have an 18,000 foot altitude restriction and a 250 knot indicated airspeed limit.

And then there is the issue of flying CAP aircraft. John Desmaris, Director of Operations at CAP HQ states that CAP must discuss the issue with its insurance carrier, determine if the Air Force will recognize Basic Medical as a substitute for a Class III medical. Moreover, clarification about the status of flight rules involving CAP's special exemptions will involve discourse with the Federal Aviation Administration.

CAP pilots will be required to hold, at a

minimum, third class medicals until the questions mentioned above are resolved.

## AEROSPACE HISTORY

Cavallino Rampante  
by  
*Capt Ed Miller*



In 1961 Phil Hill became the first American Formula One race driver to be crowned World Champion. Hill was driving for the Scuderia Ferrari, he drove a Ferrari Type 156 adorned with the Ferrari emblem, a black rearing horse on a yellow shield, the Cavallino Rampante.



*Phil Hill's Ferrari Type 156  
Miller Model Collection*

To search for the origin of the Ferrari badge one must begin in the Italy of 1888 when Francesco Baracca was born to the Count and Contessa Baracca. Their son Francesco entered the Military Academy of Modena, The Italian West Point, in 1907. Upon graduation he was assigned, as a cavalry officer, to the Piemonte Reale Cavalleria, a prestigious unit tracing its lineage back to the 17th century. Baracca developed an interest in flying and obtained his pilots license in 1912. When the First World War began Italy, although being a member of the Triple Alliance with Germany and Austria Hungary, was neutral. In

May of 1915 Italy signed the London Treaty which brought it into the war on the side of the Triple Entente consisting of England, France and Russia.

With Italy's entry into the war, Francesco Baracca, already a competent aviator, was sent to France to be trained as a fighter pilot. Upon his return to Italy he was assigned to a fighter squadron and achieved his first victory on 7 April, 1916. This was also the first aerial victory of any Italian pilot. By May of 1917 his score stood at seven victories. It was about this time that the rearing black horse emblem appeared on his aircraft, initially on a Nieuport 17, and ultimately on his SPAD XIII. He chose the emblem in tribute to his former cavalry regiment whose crest was a silver rearing horse on a red background.



*Baracca photographed alongside his aircraft  
(Credit: Museo Baracca)*

World War One was known for trench warfare and the mass casualties resulting from technology having made tactics outmoded. Amid all this, combatants in the air, to an extent, still demonstrated a measure of chivalry. This measure of chivalry was reflected in Baracca's respect for his fallen victims in that he visited wounded adversaries in hospital and placed wreaths at the grave sites of those who he had killed in combat.



*Baracca's SPAD XIII*

By late 1917 Baracca's score stood at 30 victories and he was in command of the 91st Squadriglia, a unit comprised of aces. His command duties limited his combat flying, however he was able to bring his score up to 34 by 15 June, 1918. On 19 June, Baracca's luck ran out and he was shot down and killed. Of the many combatants who fought for Italy in the First World War, Baracca is the only one familiar to the average Italian of today.

Throughout the years since, the 4th Stormo of the Italian Air Force has carried the Cavallino Rampante on its aircraft. Even in to the jet age, the rearing horse had adorned the tails of F-86 Sabres and F-104S Starfighters.



*F-86 Sabre of the 4<sup>TH</sup> Stormo  
Miller Model Collection*

And what of Ferrari? In the late 1920s Enzo Ferrari, a former race driver, and manager of the Alfa Romeo race team, decided to start his own team entering Alfa Romeo cars. Ferrari was a friend of Francesco Baracca's parents. When he mentioned his plans, the Contessa asked Ferrari if he would honor the memory of her late son by using her son's Cavallino Rampante as the badge of his racing team. Ferrari agreed and in the years to follow it became one of the most recognized corporate symbols in the world.

The racing team, the Scuderia Ferrari, also became the most successful team in Formula One racing, winning many Grand Prix races, manufacturer's championships and world driving titles. The Italian Air Force, when it retired the F-104, presented Ferrari with an all red F-104

adorned with the Cavallino Rampante shield



*F-104G "4-27" "Rosso Ferrari" MM6546 4  
Stormo displayed at Ferrari test circuit at  
Maranello, Fiorano*

And now, as Paul Harvey would say, "You know the rest of the story."

#### *Editors Notes*

*Visit the Baracca Museum at  
[www.museobaracca](http://www.museobaracca)*

*The Miller Model Collection contains approximately 200 aircraft from all eras. Most are to the 1/72 scale. What is noteworthy is that many of them carry the markings of notable aviators.*

*If you examine each of the accompanying photographs, you will find the rampant horse on each of the vehicles.*



*The 4<sup>th</sup> Stormo is now flying the Eurofighter  
Typhoon based at Grosseto, Italy*