



Missions for
America
Semper vigilans!
Semper volans!

The Coastwatcher

Official Publication of the Thames River
Composite Squadron
Connecticut Wing
Civil Air Patrol
300 Tower Rd., Groton, CT
<http://ct075.org>

LtCol Stephen Rocketto, Editor
srocketto@aquilasys.com

Maj J.Scott Farley, Publisher

Lt David Meers & Maj Roy Bourque, Papparazis
Hap Rocketto, 2nd Lt, AUS, (ret'd.), Features
Capt Edward Miller, Features

Issue 11.17

09 May, 2017

CALENDAR

See the Squadron Calendar for Meeting Details

20 MAY-CTWG Conference
03 JUN-NEAM/springfield Arsenal Field Trip
17 JUN-Commander's Cup Rocket Contest
19 JUN-01 JUL
25 JUN-WAA Pancake Breakfast
23 JUL-ACES
14-20 AUG-CTWG Encampment
19 AUG-National Aviation Day
09 SEP-CTWG Smallbore Rifle Clinic
23 SEP-WAA Young Eagles
06-07 OCT-AOPA GON Flying
21 OCT-CTWG Smallbore Rifle Clinic

CADET MEETING

09 May, 2017

Lt Drost offered a character development sessions.

A promotion ceremony was conducted.

CADET FIELD TRIP

The Squadron will sponsor an all-day field trip on July 1st. The New England Air Museum and the Springfield Arsenal will be visited. Expect to depart at 0830 and return around 1800. The Air Museum charges an entry fee and we are negotiating with them on the group price. It is anticipated that the cost will be no more than five dollars.

Experts will be on hand to discuss the exhibits. Transportation will be provided. Interested cadets should speak to their parents. A commitment to attend should be made by the meeting on May 23rd. Notify Lt. Col. Rocketto if you wish to go.



Pilots who flew the Super Sabre and the Skyhawk in combat will be present to discuss their experiences flying these aircraft.

SENIOR MEETING

09 May, 2017

Lt Pineau gave a safety brief on warm weather precautions.

Maj Farley talked about the purpose of pilot meetings, the possibility of a TRCS SAREX in June or July, and announced the name of the new Wing Commander.

JoAnn Richards led a discussion on our ongoing recruiting program.

Lt Miller stated that LISP was going back to a “hub” scheduling system but the Monday to Friday scheduling needs development.

Cadet Ryan Schantz received the Goddard ribbon and was promoted to Cadet Chief Master Sergeant.

ACHIEVEMENTS

Cadets Damon Burger and Caleb Shafer received their Curry ribbon and were promoted to Cadet Airman.



C/CMSgt Hannah Ramsey was awarded the Armstrong ribbon and a Community Service ribbon.



Cadets Christopher Munzer and Hayden Fitzpatrick received the Arnold ribbon and were promoted to Cadet Airman First Class.



Cadet Daniel Hollingsworth was promoted to Cadet Major.

Cadet Cameron Wischman received the Feik ribbon and was promoted to Cadet Senior Airman.



Cadet Daniel Ramsey received the Lindbergh ribbon and was promoted to Cadet Master Sergeant.

Lt Col Larry Bright achieved the grade of Technician in the Professional Development Specialty Track



Lt JoAnn Richards graduated from Squadron Leadership School.

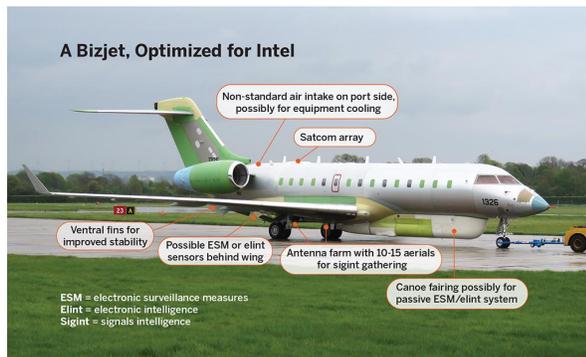
Adam Spreccace was promoted to 2nd Lieutenant.

CURRENT EVENTS

There is a long history of modifying civilian aircraft for military purposes. The latest entry is a highly modified Bombardier Global 6000. Marshal Aerospace and Defense at Cambridge Airport, England operates the modification center.

The Global Express family has a number of members which have been converted to aircraft for reconnaissance and electronic and signal intelligence gathering.

The accompanying picture illustrates some of the modifications made to the aircraft.



(Credit: Trailspotter)

AEROSPACE HISTORY

Flying Blind

Part Two

by

Stephen Rocketto

Part one covered three instances in the Korean War in which US Navy pilots were blinded in flight and guided by their wingmen to successful landings, two of which were on aircraft carriers.

Two more recent similar incidents occurred in the United Kingdom. In both cases, Royal Air Force and air traffic control assisted two pilots, one military and one civilian to land after being blinded.

Blind Landing #4 November 7, 2008

Sixty-five year old Jim O'Neill was returning from a vacation in Scotland. He was solo in a Cessna 182 and suddenly went blind. He sent out a "Mayday" and air traffic controllers got him headed to Full Sutton Airport. They thought he had been temporarily blinded by the sun and did not understand that he had lost his vision.

He was unable to complete an approach and the Royal Air Force scrambled a Shorts Tucano T1 from RAF Linton-on Ouse. The Tucano was flown by Wing Commander Paul Gerrard, the chief flying instructor at the base and a former Tornado display pilot. Gerrard flew 50 meters off O'Neill's wing and commenced a series of verbal instructions which ended in a successful landing.



Short T1

Group Captain Mark Hopkins, station commander at Linton-on-Ouse, said: "The RAF has the best pilots and air traffic controllers in the world." "Shepherding aircraft in this way is something we do from time to time, but this is a very strange case."

O'Neill's blindness was caused by a stroke causing blood at the back of his head to put pressure on his optic nerve. He was transferred to a hospital and after medical treatment, his vision returned.

Go to You Tube for a Sky News Report containing details , interviews with the principals, and a tape of the communications.

<http://www.bing.com/videos/search?q=o%27neill+blind+pilot&qpvt=o%27neill+blind+pilot&view=detail&mid=1426F8382A901B6321871426F8382A901B632187&FORM=VRDGAR>

*Blind Landing #5
January 28, 2016*

RAF Leeming, a training base in North Yorkshire hosts 100 Squadron which fly the BAE T1 Hawk. The radio crackled. A pilot reported that he had lost his vision. Afterwards, reports indicated that the blindness was caused by the sudden deterioration of an eye infection.



BAE T1 Hawks

The danger inherent in ejecting a blind aviator into the frigid waters of the North Sea led to a decision to try to guide him to a landing at Leeming. Flt Lt Paul Durban launched and joined up with the visually impaired aviator. Durban, an instructor who flew the Tornado in Iraq and Afghanistan, held formation and guided the blinded pilot to a safe landing.

Officials commented that “Flying in formation, and conducting an approach to land as a formation, is a skill practiced daily by RAF fast jet pilots.”

Blind Before Take-off

A number of blind individuals who have wished to fly an airplane have done so using the coaching

of an accompanying instructor.

The most amazing of these flights is one flown by Miles Hinton-Barber, an English adventurer who, due to a genetic hereditary disease, has been blind since his early twenties. His brother Geoff, also blind is noted for his solo long distance sail voyages.

Hilton-Barber flew a micro-light from the famous Biggin Hiill airport near London, England to Sidney, Australia in 2007. The flight was accomplished using experimental voice technology and with the accompaniment of two pilots, each of whom flew one segment of the trip.



The GT-450 type used for the flight.

Brian Milton coached the first segment, England to Cyprus and Richard Meredith-Hardy took over for the Cyprus to Australia segment. The flight covered a distance of 13,000 miles in 55 days.

Milton made the first circumnavigation of the world in an ultralight aircraft in 1998, taking 120 days. Meredith-Hardy made the first flight over Mount Everest in a microlight craft, at the same time towing a hang-glider flown by Angelo d'Arrigo.

A good read is Brian Milton's *A Jolly Little Caper* which chronicles his involvement in the flight. It is available at:

<http://www.brian-milton.com/bm~doc/download-jolly-little-caper.pdf>