



Missions for
America
Semper vigilans!
Semper volans!

The Coastwatcher

Official Publication of the Thames River
Composite Squadron
Connecticut Wing
Civil Air Patrol
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27 June, 2017

CALENDAR

See the Squadron Calendar for Meeting Details

01 JUL-CTWG SAREX
04 JUL-No Meeting
11 JUL-TRCS Cmdr Call/Staff Meeting
18 JUL-TRCS Meeting-ES Training
23 JUL-FAA Aviation Career Ed. Academy
25 JUL-TRCS Meeting-ES Training
14-20 AUG-CTWG Encampment
19 AUG-National Aviation Day-GON
31 AUG-02 SEP-CAP National Convention
09 SEP-CTWG Smallbore Rifle Clinic
06-07 OCT-AOPA GON Fly-in
21 OCT-CTWG Smallbore Rifle Clinic

CADET MEETING

27 June, 2017

Lt Col Rocketto and C/SMSGT Benjamin Ramsey supervised cadets as they practiced with the base vehicle mounted and hand-held radios in preparation for ICUT and Mission Radio Operator qualifications.

Rocketto used the Socratic method to engage the cadets in an examination of the difference between weather and climate.

SENIOR MEETING

27 June, 2017

An aircraft emergency procedures briefing was presented.

Maj Farley offered the senior members a look at the the public affairs/recruiting program for their criticism.

The aircrew schedule for LISP flights in July was

ACHIEVEMENTS

Lt Steven Schmidt had an article published in the July, 2017 edition of *Flying*. The article is an "I Learned About Flying from That" piece and is titled "A Solid Plan Gone Awry."

Lt Col Stephen Rocketto attended the New England Region Emergency Services Academy at Westover ARB on Monday and Tuesday.

O Flights

C/MSgt Daniel Ramsey, the Cadet O Flight Coordinator scheduled three successful flights on Sunday.

Maj Paul Noniewicz flew two cadets on powered orientation flights on Sunday, June 25th.



Maj Farley shows Cadets Diaz and Martin some fine points to note in a pre-flight inspection. (photo credit: Maj Paul Noniewicz)

C/SSgt Joseph Pineau completed syllabus three, advanced flight maneuvers.

Cadet Ian Diaz completed syllabus two, normal flight maneuvers.

Maj Scott Farley took Cadet Daniel Martin on his first flight . Martin completed syllabus one, ground handling, pre-flight and take-offs and landings.

Beware the TFR, my son! The jaws that bite, the claws that catch!

On Tuesday, Lt Stephen Schmidt and Lt Col Rocketto flew seven sorties for the Air Force. They delivered material to fixed base operators at Meriden-Markhan, Waterbury-Oxford, Danbury Municipal, Sikorsky-Bridgeport, Tweed-New Haven, Hartford-Brainard, Groton-New London, and Bradley International.



Lt Schmidt contacting the Flight Release Officer

The materials were posters warning pilots to check NOTAMs for Temporary Flight Restrictions. This has become more important in Connecticut because the President of the United

States is making frequent trips to New York City. For those pilots who ignore the warnings, Schmidt and Rocketto left a supply of cards describing the signals given by an interceptor, response signals from the intercepted aircraft, and procedures to follow to comply with the orders.

SQUADRON TRANEX

TRCS held an aircrew and ground team training exercise on Saturday, June 24th.

The aircrew training consisted of a simulated search using a full range of G1000 options, GPS procedures followed by practice with the Web Mission Information Reporting System (WIMRS). Maj Paul Noniewicz conducted the two sessions which were attended by Lt Cols Kinch, Doucette, Bright, and Lts Heard and Spreace.

Maj Roy Bourque conducted an Urban Direction Finding Mission and found an emergency locator transmitter in East Lyme. Deputy Commander of Cadets Lt Steven Schmidt, C/Maj Daniel Hollingsworth, C/CMSgt Hannah Ramsey, and C/MSgt Daniel Ramsey were trainees.

C/SSgt Benjamin Ramsey and Lt Col Stephen Rocketto manned the base radio.

AVIATION HISTORY

The July, 2017 edition of *Air & Space* magazine carried a story about the aptly name Carla Dove, a forensic ornithologist and manager of the Feather Identification Lab at the Smithsonian Institution Museum of Natural History. (If her parents had known about her future vocation, they might have named her Robin Dove.)

Dr. Dove's *curriculum vitae* states that she:

conducts specialized research in the microscopic identification of feathers. Current research involves establishing techniques in this newly developing field within Ornithology, which applies forensic methodologies to determine species of birds from fragmentary

evidence using microscopy, whole feather comparisons with museum specimens and DNA 'barcoding'. The most important application of this research is to the field of aviation safety and determining identifications of birds that are ingested into aircraft engines (birdstrikes).



*Dr. Dove and
Birds Gone
West.*

*(Photo Credit: Donald
Hurlburt/NMNH)*

She reports that the most frequent strikes are small birds such as mourning doves. Pacifists give the attention to the Dove of Peace but Dr. Dove is a student of Pieces of Doves. And then there are the larger birds such as hawks and seagulls....

The Statistics

Each year, civil and military aircraft strike thousands of birds. The Federal Aviation Administration states that about 10,000 bird strikes are reported annually and believe that this may be half the total.

Strikes involving military aircraft cause in excess of \$75 million in damages every year. Because pilots use the same low altitude airspace as large concentrations of birds, the prevention of bird strikes is of serious concern to the military. The USAF operates a web-based Avian Hazard Advisory System (AVHS) which warns pilots in near real time to allow for safer flight planning. The risks are posted for airports, routes, special airspace and dangerous altitudes are noted.

The Scenes of the Crimes

Seasonal migratory routes present special problems. There are four major migratory routes in the United States: The Atlantic, Pacific, Central and major the artery, the Mississippi Flyway. Notices to Airmen and FAA circulars may warn of the routing and timing of the flocks.

Birds love the environs of airports. They relish the wide expanses of undeveloped ground around the runways and taxiways. As a bonus, at a large airport, high aircraft movements can discourage predators. And many airports are close to wetlands and open water, hospitable habitats for large aquatic birds and geese. Herring gulls are in the top ten list of birds which are high mass and most often struck.

Groton-New London Airport, for example, is a bird paradise. Lots of salt and fresh water all around, acres of grass, adjacent wetlands, and a hard runway which the gulls use to crack mollusk shells. The AVHS segment for Groton also indicates the potential hazardous sites in the area which include three dams, 16 landfills, and nine golf courses. At the time of this writing, 22 June at 0400Z, the AVHS indicated a low risk based upon NEXRAD data. A graphical presentation using Google imagery portrayed a five mile radius circular area around the airport but to err on the side of caution, the Airport Terminal Information System broadcast seems to have a permanent warning about “birds on or in the vicinity of airport.”

Airports try to limit bird activity in a number of ways. Elimination of food sources, control of plant and insect populations, keeping the grass short to eliminate bird shelters and eliminating possible nesting sites are all possible strategies.

Bye, Bye, Birdy

Also, there are a number of ways to modify bird behavior. Noise generators such as gunshots and the recorded sounds of predators in one method. Trained animals are also used: falcons and border collies make nesting areas untenable.



*Skye, a border
collie works at
Southwest Florida
International
Airport.*

*(Photo Credit: Andrea
Melendez/The News-Press)*



*K-9 Piper works in cold weather at Cherry Capital Airport, Traverse City, Michigan.
(Photo Credit: John Tunison)*

Another way to get rid of birds is to capture them and transport them to a new home. If that fails, adding eggs and culling the flocks are a last resort.

Round up the Usual Suspects

Here are some of the of the more common species which plague the aviation community.



The Horned Lark is the most common bird struck. (Photo-credit: Adreas Trepte)

The Mourning Dove



Not an Angry Bird with which to play games!

Intimate Exposures

The Coastwatcher Editor has personal knowledge of three strikes in Connecticut. A Learjet landing on runway 23 took out a gaggle of geese. The pilot was perturbed when he was not allowed to keep the kills.

A Pilgrim Airline pilot, Tom Cassidy, took a hawk through the windscreen of a Twin Otter. The bird hit him between the eyes, bloodied his nice white aviator shirt and dropped in his lap. Looking down, he saw the eviscerated carcass grabbed it and threw it over his shoulder. There is no barrier separating the cockpit of the Twatter from the passenger compartment and it hit a passenger. Looking forward, the passengers saw a hole in the windscreen and a blood covered pilot. That beats virtual reality available on the modern jets and there was no extra charge for the entertainment. Rumor has it that Cassidy was served with a summons from the Environmental Protection Department for killing a protected species!

The third incident occurred in 1984. A pilot was returning to Waterford from a Westchester charter drop-off. It was night and about two miles south of Charles Island and the altitude was 3,500 feet. A sharp bang on the left side and a very brief jolt got his immediate attention. The instruments read normal. He swept the left wing with his flashlight, saw nothing unusual and gingerly operated the control surfaces. After landing, he made a walk-around in the dark and found nothing unusual. No one was at the airport and he returned home.

At seven A.M., his phone rang and the somewhat animated voice of Ed Reeves, the Yankee Airways owner said something on the order of "What the hell did you do to my airplane." Groggy with lack of sleep...back to the airport...to be shown a six inch gash in the leading edge of the outboard panel of the left wing stuffed with the remains of a herring gull. The strike had been made just aft of and below the leading edge and had not been visible on his post-flight walk-around.



*Veni! Ego
volabant! Ego
ingruat! Larus
Argentatus-
The Herring
Gull*

The malicious rumors started by fellow pilots stated that he had been lost coming back from New York, flat-hatted the Interstate so he could read the signs and whacked an upright. The bird was explained by stories that witnesses had seen, at midnight, a scruffy dressed pilot at City Pier in New London. Using chum, he lured a gull within reach, strangled it, laughed maniacally, and was last seen fleeing with the dead bird in hand. It was logical that to cover the evidence of the crime, the accused had returned to the airport, stuffed the gull in the hole in the wing, and beat feet. The Editor, smiling seraphically denied it all.

Once the Editor was on board a Douglas DC-9 which encountered a flock of geese on approach to Newark. Sitting at a window seat on the starboard side, he saw a number of “objects” whizz past the window and heard multiple “bangs” to the rear. After landing, he deliberately departed last and was treated with a view of the captain staring upward at the number two engine. The first officer, still on board, said that a flock dove down as they turned and there was now way to avoid them.

Notable Incidents

In 1905, Orville Wright reported the following:

...flew 4,751 meters in 4 minutes 45 seconds, four complete circles. Twice passed over fence into Beard's cornfield. Chased flock of birds for two rounds and killed one which fell on top of the upper surface and after a time fell off when swinging a sharp curve.

Cal Rodgers. The first man to fly coast-to-coast was also the first recorded fatality from a bird strike. On April 3rd, 1912, he was flying just off-shore of Long Beach, California when he collided with a gull which became jammed in his control

cables. He crashed, was pinned in the wreckage, and drowned.

On October 4th, 1960, Eastern Airlines Flight 375, a Lockheed Electra, departed runway 9 at Boston's Logan Airport. Six seconds after lift-off, the plane ran into a flock of starlings. Three engine ingested birds and power was lost, the windscreen was struck, and the pitot tube system blocked. The aircraft crashed into Winthrop Bay. Ten of the 72 on board survived.



The accident investigation determined that turboprop engines are highly susceptible to damage from bird strikes and manufacturers commenced investigations of ways to mitigate the damages from engine bird ingestion.

Theodore Freeman, NASA astronaut, was killed while returning to Ellington AFB in Houston on October 31st 1964. He had visited the McDonnell-Douglas Training Facility in St. Louis and was on final approach when a snow goose struck the canopy and plexiglass shards entered the air intakes of the Northrop T-38 Talon which he was flying. The aircraft was crippled and Freeman fought to save it but ejected too late. His parachute failed to open and he was killed. Freeman was the first fatality in the astronaut corps.

Vehicle Assembly Building and five week launch delay.



Mega-gaggle of Snow Geese

“Birds of a feather flock together.” Greater Snow Geese brought about the death of astronaut Ted Freeman. (Photo Credit: Gordon E. Robertson)

This next incident is not about an airplane striking birds but about birds attacking the Space Shuttle.

A few years back, TRCS members attended a lecture at the New England Air Museum and heard a most remarkable story. Dr. Don Thomas, the speaker, was a crew member on *Discovery*, STS-70.

During the days of preflight preparation for a lift-off on June 8th 1995, while *Discovery* sat on the launch pad, technicians spotted holes in the external fuel tank's spray-on foam insulation. Some northern flicker woodpeckers had mistake the tank for a dead tree and were attempting to make a nest. But when the pecked through the foam, the encountered the aluminum skin of the tank and moved to another location.



NASA surveillance camera catches the culprit “red beaked.”

Attempting to repair the tank on the pad, technicians tried a number of different tactics to discourage the birds but all failed. In all, 71 holes, ½ inch to 4 inches in diameter were found in the foam and *Discovery* was moved back to the



NASA deployed a rubber owl to discourage woodpecker attacks on the space shuttle. The flicker feared not.

Eye witness descriptions of malefactors are not reliable. Woody Woodpecker got framed.



The Post-flight Patch Which Celebrates the Woodpecker Affair.

Alaska, September 22nd, 1995. A Boeing E-3 Sentry departed Elmendorf AFB in Alaska and ingested some Canada geese just as they rotated. The two engines on the left side failed resulting in an asymmetrical thrust condition, at low speed, and just off the ground. The Sentry staggered into the air but crashed a mile from the end of the runway. All 24 crewmen were killed.



E-3 Sentry at Tinker AFB

Imagine the force of a 0.3 pound baseball striking

you in the ribs at 90 miles per hour. Then think about the force of a 10 pound Canada Goose striking you at 200 miles per hour. Small birds can bring down big planes.

Canada Geese on the Thames. Given the dangers of these immigrants, should we increase security on our northern border?



Most readers already know about the “Miracle on the Hudson” either remembering the incident or seeing the movie. On January 15th, 2009, US Airways Flight 1549, an Airbus 320, left LaGuardia Airport bound for Charlotte, North Carolina. Just north of the Bronx and at an altitude of 2,800 feet, the Airbus encountered a gaggle of Canada geese which took out both of its engines. The cockpit crew traded some airspeed for altitude, consulted the emergency check list, and broadcast a Mayday.

Teterboro Airport and a return to LaGuardia were not options so a choice was made to ditch in the Hudson River. The aircraft touched down and remained relatively intact. Two ferry boats arrived within minutes and all 155 souls on board were saved.

Sully's Airbus is being reconstructed in the air museum in Charlotte, N.C.

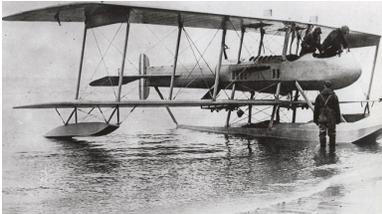


Hard-nosed New York-New Jersey Port Authority officials tried to close the “birdhouse doors after the birds had flown the coop.” In a futile gesture of political theatre, they gassed 1,235 Canada geese at sites in the Big Apple and coated 1,739 goose eggs with oil which smothers the developing goslings, a futile gesture.

The probability of any pilot suffering a bird strike is low but a strike can have major consequences. The most dangerous airspace seems to be at pattern altitude or below. Three thousand feet is an upper limit for most birds but there is a report of an aircraft hitting a vulture at 37,000 feet!

AVIATION CHRONOLOGY

01 July, [1945](#) -- Edson Fessenden Gallaudet goes West. He was an innovative aviation pioneer who had a factory in Norwich and hydroplane test facilities at Gales Ferry.



*Gallaudet D-4-
Note the
placement of
the prop!*

02 July, 1937--Fred Noonan and Amelia Earhart go West while attempting to fly east in the vicinity of Howland Island.



Earhart and Noonan Planning the Pacific Crossing
(Photo Credit: UPI)

03 July, 1950 - *USS Valley Forge* and *HMS Triumph* participate in first carrier action of Korean Conflict. *Valley Forge* aircraft shoot down two North Korean aircraft. The action was the first combat tests of the Grumman F9F Panther and the Douglas AD Skyraider.



Panther on the Valley Forge
(Photo Credit: USN Archives)

04 July, 1930 – John, Kenneth, Albert, and Walter Hunter set a new flight endurance record of 553 hours, 41 minutes and 30 seconds using two Stinson SM-1 Detroiters, *City of Chicago* and *Big Ben*. The flight ended due to a clogged oil screen.



New London Paper Highlights the Flight



John and Kenneth flew the record setting *City of Chicago* and Albert and Walter flew the supply

plane providing gasoline, oil, food, water, and clean clothing. A catwalk to the engine allowed in-flight access to the engine to add oil, change spark plugs, and tighten up loosened bolts.

Will Rogers rode along with Albert and Walter on one of the refueling missions. Mrs. Ida Hudson and sister Irene prepared food and did the laundry. They did have one complaint about the food. It was not “he-man enough” and they requested “...more hotdogs and hard boiled eggs and less of the fancy-fixed duck and chicken.”

05 July, 1944--First flight of the Northrop MX-324 rocket powered flying wing piloted by Harry Crosby.



The plane is operated from the prone position.

6 July, 1939 – Eastern Air Lines inaugurates the first autogyro air mail service flying the first leg from the roof of the Philadelphia Post Office.



*Eastern Air Lines Kellett KD-1B Autogyro
(Photo Credit: Ed Coates Collection)*

7 July, 1946—Howard Hughes crashes while testing the XF-11 reconnaissance aircraft



*Hughes in fedora in a pressurized cockpit and the
contra-rotating props, a malfunction of which led
to the crash of the ship on its maiden flight.*