



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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<http://ct075.org>

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Issue 11.29

08 August, 2017

CALENDAR

See the Squadron Calendar for Meeting Details

14-20 AUG-CTWG Encampment
15 AUG-TRCS ES Training
21 AUG-TRCS ES Training
19 AUG-National Aviation Day-GON
29 AUG-TRCS Senior Social Night
31 AUG-02 SEP-CAP National Convention
09 SEP-CTWG Smallbore Rifle Clinic
9-10 SEP-SLS
06-07 OCT-AOPA GON Fly-in
14-15 OVT CLC
21 OCT-CTWG Smallbore Rifle Clinic
4-5 NOV-UCC
10 NOV-Armed Forces Nights-Groton Elks
11 NOV-Cadet Ball-Berlin

CADET MEETING

08 August, 2017

Lt Drost engaged the cadets in a character development discussion entitled "Am I worth Anything."

A promotion ceremony was held. The report may be found in the "Achievements" column.

SENIOR MEETING

08 August, 2017

The meeting opened with a video in which the presenter discussed risk management focusing on the situation in which high but infrequent risk is incurred, the most dangerous of any risky endeavor. An example would be loss of an engine in flight.

Maj Neilson supported the argument presented noting that the appropriate training involves practicing responses to these situations in benign conditions, whenever on flies. The goal is to develop a set of habitual responses ingrained as part of a pilot's behavioral pattern.

Capt Miller reported on the organization of orientation flights during the encampment. Aircraft and pilots are scheduled for four days and mission staff assistants are needed to process the paperwork to insure a smooth operation.

Maj Farley noted that almost half of the students at the Training Leaders of Cadets Course last weekend were from Thames River Composite Squadron.

A video about the proper leaning of engines to avoid lead deposits on spark plugs was shown and a discussion ensued.

Lt Heard reported that the planning for National Aviation Day at Groton Airport is nearly complete. TRCS will present a table display highlighting cadet projects, demonstrate the use of radio direction finding to locate emergency beacons, and have an aircraft on static display.

ACES PRESENTATION II

Lt Cols Larry Bright and Stephen Rocketto visited the second of two FAA Aviation Career Education Academy at Groton Airport on Friday morning.

The Academy is a chance for middle school and high school students to study aerospace science and explore a wide range of aviation career opportunities. CAP Teacher of the Year Stuart Sharack supervises the local program.

The participants planned a triangular no-wind course from Groton to Quonset to East Hampton and return. They used plotters to determine course and distance and then employed the E-6B computer to determine the estimated time en-route.



Top: Lt Col Bright watches as one of the students plots the Groton to Quonset leg.

Bottom: One student checks another's manipulation of the E-6B.



After a mini-lesson on falling objects, Bright and Rocketto presented a Squadron developed slide show detailing the many activities and opportunities for youngsters in the cadet program.

ACHIEVEMENTS

Training Leaders of Cadets

On August 5, Lt Col Larry Bright, Majs Roy Bourque and Scott Farley, Lts Steve Heard and

Steven Schmidt completed the Training Leaders of Cadets (TLC) course conducted by Lt Col Robert Hoar, Connecticut Wing Director of Cadet Programs.

The course required pre-study to pass two exams and one day of classroom based instruction. The course was held at Camp Hartell in Windsor Locks.

Adult CAP members support cadets as mentors, instructors, supervisors, chaperones and in countless other roles. The success of a cadet unit is largely a function of the quality of the adult leadership.

Because no cadet unit can succeed without adult leadership, per regulation, every cadet unit shall have at least two graduates of the Training Leaders of Cadets (TLC) course. This now brings the number of TLC qualified seniors to eight in Thames River Composite Squadron.

Promotions

Three cadets earned their Curry Ribbons and promotion to Airman. They are Cadets Daniel Martin, Rhys Thornell, and Ian Diaz.



Maj Farley congratulates Cadet Martin.

Maj Farley and Lt Drost attach Cadet Thornell's new stripes to his collar.



Cadet Diaz's father and Maj Farley present Airman stripes to Cadet Diaz.

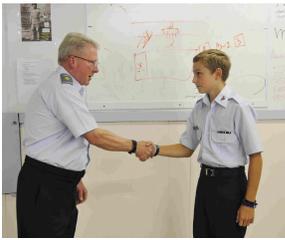
Benjamin Ramsey was promoted to Cadet Senior Master Sergeant.

C/SMSGt Ramsey received his new stripes from Major Farley and Lt Drost.



Cadet Hayden Kirkpatrick was promoted to Senior Airman.

C/Major Daniel Hollingsworth completed achievement 16 and is preparing to earn the grade of Cadet Lieutenant Colonel.



C/SrA Kirkpatrick and C/Maj Hollingsworth receive congratulatory handshakes from the Squadron Commander.



Professional Development

Lt Col Richard Doucette received his long overdue certificate for the Benjamin O. Davis, Jr award.

AEROSPACE CURRENT EVENTS

Testing from Aircraft!

The Federal Aviation Administration is testing texting as a means of communication between

aircraft and air traffic control. The system, called Data Comm is now in service at over 50 airports including Bradley International in Windsor Locks. The FAA states that

Voice communication is labor intensive, time consuming and can lead to miscommunications known as 'talk back, read back' errors"...whereas...Data Comm, by contrast, enables streamlined, two-way data exchanges between controllers and flight crews for clearances, instructions, advisories, flight crew requests and reports.

The system is at work with the airlines but there is some question about how the system, if applied, would work for the average recreational pilot who, when solo, often faces a high workload.

Flying Sardine Class

In an effort to squeeze more passengers in the finite space offered by an airliner cabin, airlines have been steadily reducing the seat size in their aircraft.

The reduction in seat size allows the airlines to squeeze more passengers into the same cabin. The reduction in weight saves fuel. Both are good for the bottom line of the financial report but not for the bottoms of the suffering economy class passenger.

Of course one might elect first class and pay thousands of dollars more for a lay-flat bed with double the leg room, food and wine galore, and the electronic amenities so necessary for the modern traveler.

And then might fly plutocrat class and lease a business jet for your sojourn. Prepare for a \$75,000 round trip but you will be treated like Daddy Warbucks.

Seat size is reported in terms of pitch and width. Pitch can range from 28 inches to 34 inches with about 29 to 32 inches common for economy class and width is 17-18 inches. The measurements are defined by the distance between the same point on two seats. However, some airlines game the system by reporting width as the distance between the center of the arm rests rather than the full width which is occupied.

In addition, the new light-weight “slimline” seats now being installed by many carriers uses thinner cushions which increases the discomfort level even more.

Passenger in the economy class are not happy. Recently, a passenger advocacy group, Flyers Rights filed a lawsuit in an attempt to arrest the phenomenon of the “shrinking seat. Part of their argument is based upon health and safety. Cramped quarters can lead to deep vein thrombosis and can also impede emergency evacuation. A District of Columbia Circuit Court has ordered the FAA to consider a petition submitted by Flyers Rights which asks for the establishment of a specific minimum seat size on commercial aircraft.

Representative Steve Cohen (D-EN) has offered an amendment to the FAA reauthorization act called the Seat Egress in Air Travel Act (SEAT) which will require the_

...FAA to establish a minimum seat size on commercial airlines as well as a minimum distance between rows of seats to protect the safety and health of airline passengers...

A quick perusal of an economy class seat comparison chart indicates that the biggest pitch may be found on long-haul routes at around 35 inches and depends upon the aircraft type.

AVIATION CHRONOLOGY

10 AUG, 1938-A Lufthansa Focke-Wulf Fw 200, the *Brandenburg*, starts a non-stop flight from Berlin to New York, landing at Brooklyn's Floyd Bennet Field. The trip takes 24 hours 36 min.



Germany's Nazi controlled government dispatches a Condor to Brooklyn

11 AUG 2003- The Spirit of Butts Farm becomes the first flight across the Atlantic by a computer-

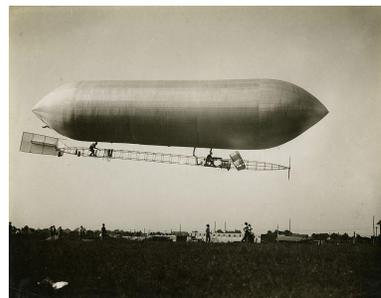
controlled model aircraft. The plane is the creation of Maynard Hill, a nearly blind metallurgist and took seven years to make a successful flight. The 11 pound balsa and mylar craft flew 1,900 miles in 39 hours. Fuel used was approximately one gallon.



Maynard launches “Spirit” on its successful journey from Cape Spear Newfoundland to Mannin Beach Ireland.

(Credit: Loretta J. Foster Hill)

12 AUG, 1908-Signal Corps Dirigible Balloon No. 1 started flight trials at Fort Meyer. Thomas Baldwin, the designer and Glenn Curtiss crewed the flights.



The SC-1 is the first powered aircraft purchased by the U.S. government.

Baldwin at the controls of a metal frame biplane which he designed.

(Credit: Library of Congress)



13 AUG, 1912-During maneuvers at Stratford, Connecticut Pvt. Beckwith Havens of the New York National Guard loses his engine about 1,000 feet over a crowded parade ground. He executes

an emergency landing but collides with a Burgess-Wright biplane which had just been flown by Lt Benjamin Foulois. No one was injured and both planes were repaired.

Havens was the first Guardsman to fly while on federal orders. In 1966, the Air Force awarded him his pilot wings!



(Credit: Library of Congress/Air National Guard)

14 AUG, 1979-Steve Hinton flying a highly modified P-51D named *Red Baron* set a new three kilometer world record for a piston engine aircraft., 499 mph. The aircraft was fitted with a Rolls-Royce Griffon engine driving counter-rotating propellers.



15 AUG, 1951-Douglas test pilot Bill Bridgeman reaches a record altitude of 79,494 feet in the No. 2 D-558-2 Skyrocket.



No. 2 at the National Air and Space Museum, the Mall.



(Boris Artzybasheff/TIME Magazine)

16 AUG, 1969 – Darryl Greenamayer sets a new piston-engine three kilometer airspeed record in a heavily modified Grumman F8F-2 Bearcat named *Conquest I*.



Conquest I can be found at the Udvar-Hazy Annex, National Air and Space Museum.

Greenamayer was an SR-71 test pilot who built his own F-104 Starfighter out of salvaged parts.



17 AUG, 1940-Pilot Officer Billy Fiske goes West. Fisk was twice an Olympic gold medal winner in Bobsled. He joined the RAF from Canada to avoid a U.S. neutrality law violation. One of only 11 American pilots to fight in the Battle of Britain, he suffered grievous wounds but flew his badly damaged Hurricane to a successful landing but died 48 hours later in a hospital.



16 year old Fiske steering the bobsled with which he won his first Olympic Gold Medal.
(CREDIT: Lake Placid Winter Olympic Museum)



A stain glass window at Boxgrove Priory, Chichester memorializes Fisk. He headstone reads "He Died for England."

18 AUG, 1911-The British F.E.2 biplane makes its first flight from Farnborough, England piloted by its designer, Geoffrey de Havilland. He test flew many of his designs. Two of his signs were also test pilots and both were killed testing aircraft.



F.E.2 and Geoffrey de Havilland testing one of his aircraft.
(Credit: Topical Press Agency Hulton Agency)



19 AUG, 1929-The Navy's ZMC-2 makes its first flight. The aircraft was a metal clad dirigible.



The "Tin Bubble" had a 12 year career.
(Credit: Navy Historical Site)

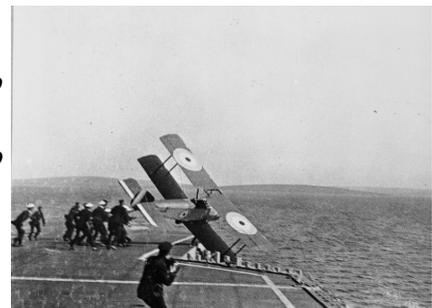
20 AUG, 1917-Squadron Commander E.H. Dunning makes the first aircraft landing on a moving ship, the converted cruiser, *HMS Furious*. Dunning was flying a Sopwith Pup.



Crowd congratulating Dunning after 1st successful landing

(Credits: Imperial War Museum)

On his 2nd attempt, Dunning's Pup veers of the flight deck into the water. Knocked unconscious, he drowns.



21 AUG 1941-Eugene M. Bradley assigned to the 64th Pursuit Squadron goes West when he crashes in his P-40 at Army Air Field Windsor Locks. The field was renamed Army Air Base Bradley Field six months later.

(Credit: New England Air Museum)



22 AUG, 1965-Ellen Church, first American airline stewardess goes West. Church as also a pilot and a registered nurse. During World War II, she served as a Captain and Flight Nurse in the Army Nurse Corps and was awarded the Air Medal.



COASTWATCHER VACATION TIP

The Editor is headed for England and the rifle ranges at Bisley. As is his wont, he plans to visit a few aircraft museums while there.

For those interested in following his example, a combination of aircraft displays and shooting, he suggests the following visit.

Hacienda Nápolés in Columbia is the former estate of drug lord Pablo Escobar. Pablo has passed on but his estate lingers on as an amusement park of sorts. See the burned out auto collection and clamber over the statues of prehistoric animals, many made with real bones. Enjoy swimming with the feral hippopotami who abound after escaping from Pablo's zoo. The private airstrip may still be functional so you can fly in and save yourself the four hour drive from Medellín. Entrance fee is around 40 bucks US.

Oh! The aircraft. The portico to Hacienda Nápolés is topped by the Super Cub which was used to transport his first shipment of cocaine into the States. Reports indicate that the aircraft is now painted in a zebra-stripe motif.



(Credit: Sharon Lynn Smith)

A Gooney Bird, indicative of his growing air fleet is also on display. Escobar's return on investment was in the neighborhood or 20000% and his cash flow was astronomical. According to reports, his "money transport" could only carry about \$10 million so he replaced it with a Lear Jet which not only could carry more cash but did it faster.



Yellow fever, tetanus, hepatitis A and B and a dengue fever vaccines are recommended before your visit. Depending on fluctuations in the exchange rate, you will get about 3,000 pesos for your dollar bill. The telephone number of the U.S. Embassy in Bogotá is (+57) (1) 275-2000.

As long as you are in the neighborhood, drop by Venezuela. Hugo Chávez's policy of 21st century socialism has failed so bring your own toilet paper.

Have a happy trip.