



Missions for
America
Semper vigilans!
Semper volans!

The Coastwatcher

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29 August, 2017

CALENDAR

See the Squadron Calendar for Meeting Details

05 SEP-TRCS
09 SEP-CTWG Smallbore Rifle Clinic
9-10 SEP-SLS
12 SEP-TRCS
19 SEP-TRCS
26 SEP-TRCS
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

29 August, 2017

C/CMSgt Schantz presented the monthly safety briefing which included the dangers pedestrian face while walking and trying to use a cell phone

C/CMSgt Eichelberg offered an aerospace lesson based on *Module One* of *Aerospace Dimensions*. Major points covered were aerodynamics and aircraft control systems.

C/Maj Hollingsworth discussed survival basics for ground teams.

Maj Bourque led the cadets an exercise in the use of sectional charts.



Cadets Martin, Thornell, Wischman and Munzer ponder the mysteries of the sectional chart.

SENIOR MEETING

29 August, 2017

As traditional on the fifth Tuesday of a month, the officers engaged in a bonding exercise and repaired to the airport's Café 511 watering hole to enjoyed dinner and conversation.



Larry, Moe, Shemp, and Curly at the Feeding Trough

AVIATION MERIT BADGE

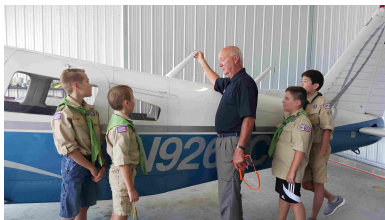


Four Scouts from Troop 244, East Lyme, continued work to earn the Aviation Merit Badge. The group was led by Rebecca Miller and accompanied by the parents who stayed for the 3.5 hour session. Lt Col Stephen Rocketto, CTWG Aerospace Education Officer and Lt Steven Heard, both Eagle Scouts, instructed.

The meeting opened with introductions and an inspection of the preliminary written work done by the scouts including the definition of an aircraft, types and uses of aircrafts, and pilot certificate requirements. Handouts illustrated various types of aircraft from a Coast Guard C-130 to a CAP 182.

Scouts listened to GON ATIS on a portable radio and learned one way to determine an active runway and what other data are needed to land and take-off.

The group then adjourned to Lt Heard's Hangar where they were treated to an inspection of Heard's Piper Cherokee 6. Heard provided a detailed explanation of the propeller, wings, flaps, ailerons, rudder, and elevators after which the Scouts entered the aircraft for a closer look at the instrument panel and a demonstration of the interplay between the pilot's flight controls and the movement of the external mechanisms.



Returning to the Squadron, Rocketto used white-board illustrations to illustrate the various positions of flight controls and their relationship to yaw, roll, and pitch.

Rocketto then had the Scouts perform hands-on work illustrating Newton's First Law of Motion and the aerodynamics of flight.

The principles learned aerodynamics section were reinforced by the construction of paper helicopters and a discussion of their vertical and rotational motion.



Constructing Helicopters



Flying Helicopters

A salvaged instrument panel and a handout were then used to discuss pertinent instruments required in an aircraft.

The final lesson of the day was a study of a GON airport diagram and an explanation of runway and taxi-way designations and airport lighting.

A second session will be held at a time to be announced.

ACHIEVEMENTS

Lt Heard and his companions flew out to Oshkosh Wisconsin and joined a half million others at the annual Experimental Aircraft Association Air Venture fly-in, airshow, and exhibition.

Lt Col Rocketto has returned to the United States

after attending the British National Rifle Matches at Bisley. He stopped in Paris for coffee and croissants and visited a number of air museums.

AEROSPACE CURRENT EVENTS

Smoke in the Cockpit

An inflight fire ranks as a major emergency and where there is fire, there is smoke. Some two dozen cases of “smoke in the cockpit” have occurred this year.

In July the crew of a Condor Airlines Boeing 767 en-route to Las Vegas from Frankfurt diverted to Kangerlussuaq, Greenland when indications of a fire were detected. The source was burned food in the galley oven.

Five years ago, CTWG Major Lenny Kimball and Lt Col Chris Kelling were flying a mission aboard a CAP Cessna 182. They departed Danbury and just after Kimball opened his flight plan with Bridgeport Radio, they smelled smoke. As Kimball relates “The smoke initially started as black and then quickly turned into a thick solid white smoke. It was solid IFR in the cockpit.”

If an aircraft is on fire, the “Prime Directive,” to use a Star Trek term, is to get on the ground as quickly as possible. In the 182 the protocol is master switch off, electrical switches off, open windows, cabin heat off and land as soon as practical. Kimball exercised the check list items and landed safely.

Main sources of fires are electrical short circuits and recently, the catastrophic failure of lithium-ion batteries either in hand-carried luggage or stowed in the cargo hold.

In May, a JetBlue Embraer 190, New York to San Francisco, landed at Grand Rapids, Michigan when the battery in a passenger's laptop ignited.

Four years ago, a UPS 747 crashed in Dubai when cockpit smoke became so intense that it disabled the crew's emergency oxygen system. The source of the fire was a bulk shipment of lithium-ion batteries in the cargo hold.

The quantity and stowage of lithium-ion batteries in carry-on luggage are now regulated by law.

Likewise, bulk shipments in aircraft are also subject to airline and government rulings.

Has your Samsung Galaxy Note 7 phone been recalled. If not line your pocket or purse with asbestos. Oops! Asbestos is a hazardous material also.

AVIATION CHRONOLOGY

Highlights in the History of Aviation

30 AUG, 1933 – Air France, France's national airline, is formed.



Two aircraft designed and built in France and part of Air France's first fleet. Above: Breguet 763 (credit: Ralf Manteufel). Below: Sud-Est 161 (credit: RuthAS)



31 AUG, 1940-RAF Squadron 303, manned by Poles, enters action during the Battle of Britain. The squadron was the most successful Hurricane squadron during the battle. Poles comprised the largest percentage, 25%, of foreign pilots during the battle. During the course of the war, around 10,000 Poles served in the RAF. At war's end, the Poles were denied the honor of marching in the London Victory Parade in order to placate Joseph Stalin!



*Miroslaw Ferić, the 303 (Kościusko Squadron)
Badge and a Hawker Hurricane bearing the
colors and side numbers of the aircraft flown by
Ferić*



01 SEP, 1943- The Civil Air Patrol is relieved of maritime patrol duties off the coast of the United States.



*CAP Patrol Base
17 aircraft at Westhampton Beach (Gabreski)
Airport July 1942-August 1943.
(Credit: CAP National Archives)*

02 SEP, 1942-The Soviets conduct their only test flight of the Antonov A-40 winged tank. The tank

unit is a T-60. Towed by a Tupolev TB-3, the A-40 was released early due to excessive aerodynamic drag. It landed successfully and drove back to its base. The project was abandoned when the Soviets determined that they had no aircraft powerful enough to successfully tow the A-40.

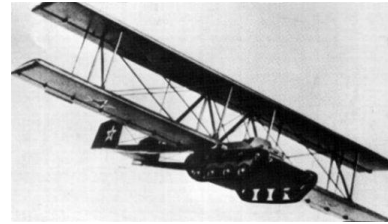


Illustration above is an engineering model

03 SEP, 1908-The date arguably marks the start of the "Aerospace-Military Industrial Complex." Attempting to land a contract, Orville Wright demonstrates a Wright Model A Flyer at Fort Myer, Virginia.



Model A Over Fort Myers

04 SEP, 1943

Not All Trademarks are Good Trademarks Department

At the start of WWII, U.S. military aircraft were marked with a white star with a red circle in the center circumscribed by a blue circle. Fearful that this could cause confusion with the Japanese hinamaru ("meatball"), the military adopted a white star in a blue circle flanked by white rectangles, the entire insignia outlined in blue.



Curtiss P-40 with the "red circle" center.



Grumman F4F Wildcat with the replacement insignia.

05 SEP, 1914 – During World War I, the Japanese besieged the German naval base at Tsingtao, China and flew their first air combat mission. Farman MF.7 aircraft were launched from the seaplane tender, *IJN Wakamiya* and bombed German fortifications.



Farman MF.7 on Wakamiya launch-recovery crane.

06 SEP, 1929 – The United Kingdom won the Schneider Seaplane Race in 1931 marking its third victory in five years giving it permanent possession of the trophy. The aircraft was a Supermarine S.6B designed by Reginald Mitchell, designer of the Spitfire and privately financed by Lucy, Lady Houston when the British government withdrew support.



The trophy is visible in the lower left hand corner of the photo.

The Schneider Trophy race was won by Flt. Off. Henry Waghorn in a Supermarine S.6 at 328.7 mph.

07 SEP

BIG DAY FOR FIRST FLIGHTS

1906

Santos-Dumont's 14bis



Brazilians claim the Santos-Dumont was the first to fly but the Whitehead adherents deny that this is true.



1917

*PORT VICTORIA
P.V.8
Eastchurch
Kitten*

An attempt to develop an aircraft capable of flying off the forecastles of Royal Navy ships.



1940
Sukhoi Su-1

A one-off attempt to build a high altitude fighter.



1953
AUSTER B.4

The sole example of Auster's attempt to produce a light cargo aircraft



1940
BV 222 Viking

A six engine Blohm und Voss flying boat designed as a long range commercial transport



1967
Bell AH-1 Cobra

The twin engine scion of the Huey family



1942 Consolidated B -32 Dominator

Developed as a fall-back design to the B-29, it was the last USAAF aircraft to engage in combat in WWII



1997
Lockheed-Martin F-22 Raptor

The advanced tactical fighter designed to replace the F-15 and F-16.