



Missions for
America
Semper vigilans!
Semper volans!

The Coastwatcher

Publication of the Thames River Composite
Squadron
Connecticut Wing
Civil Air Patrol
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03 January 2018

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WHY COASTWATCHER?

This is the 436th regular issue as we begin our eleventh years of publication. Our banner, *The Coastwatcher*, bears historic and current significance.

In the dark days of World War II in the Pacific, the Allies depended upon an extraordinary rag-tag network of volunteers: planters, missionaries, traders, natives, colonial officials and the military gather intelligence on Japanese naval and air movements, assist downed allied airmen, and acted as scouts, guiding military patrols. Operating behind Japanese lines, they lived lives of constant danger and deprivation. They were called Coastwatchers.



*Coastwatcher
Captain W.F.
Martin Clemens,
British
Guadalcanal
district officer and
police chief, with
Solomon Islands
constabulary
members*

Their arena, where some of the most vicious battles in history were fought, ranged from New Guinea to the Solomons to the Philippines. The names of Guadalcanal, Savo Island, and New Georgia, are battle honors which grace the colors of the United States Marines, Navy, and Army and honor the devoted service of the Coastwatchers.

The location and missions of the coastal based Thames River Composite Squadron consists two missions which parallel those of the coastwatchers, assisting those in distress and reporting information that threatens safety or national security.

So it seems fitting that we title our publication, *The Coastwatcher*, to honor their achievements and to remind us of our *Mission for America*.

Semper Vigilans!

CADET MEETING

02 January, 2018

The cadets worked to clean the quarters in preparation of next week's Eaker and Mitchell ceremonies.

C/SMSgt Benjamin Ramsey relieved C/Lt Col Daniel Hollingsworth in a change of command ceremony.



C/SMSgt Ramsey accepts the squadron guidon and the post of Cadet Commander.



Cadet Haydon Fitzpatrick is congratulated for recruiting two new members.

The cadets celebrated Cadet First Sergeant Munzer's birthday.

SENIOR MEETING

02 January, 2018

The annual reading of CAP's non discrimination policy was performed by Major Farley.

The new roster of Squadron duty positions and committee assignments was circulated.

Major Farley reviewed the 2018 Squadron goals.

TRCS MEMBERS SUPPORT CADETS

RIFLE EVENT

26 December, 2017

The cadet staff of the Northeast Region's Training Leaders of Cadets School attended a rifle safety and marksmanship program at the Quaker Hill Rod & Gun Club.

After a safety briefing, the 12 cadets were instructed on the techniques for precision rifle shooting and allowed to fire for score. All twelve cadets met the standards for award of the Winchester-NRA Pro-Marksman medal.



The four coaches were C/Lt Col Daniel Hollingsworth and C/CMSgt Hannah Ramsey of the Thames River Composite Squadron and Brittany Andrews and Tanner Driscoll from the Montville High School Rifle Team. Lt Col Stephen Rocketto served as Range Safety Officer.

CADETS VISIT 1109TH THEATRE

AVIATION SUSTAINMENT

MAINTENANCE GROUP

29 December, 2017

Thames River and the Danielson Cadet Squadron joined together on a visit to the 1109th TAMSG, Connecticut National Guard, at the Groton-New London Airport on a very cold Friday morning.

The 1109th is one of four TAMSGs in the United States. A TASMGS mission is responsible for providing technical and mechanical support to the rotary wing aircraft located in 14 northeast and

central states. The 1109th is responsible for 308 aircraft: Blackhawks, Chinooks, Apaches, and Lakotas.

CAP received an initial briefing by Maj Stephan Nowakowski, the Facility Supervisor, who explained the role of the 1109th in supporting stateside and overseas military operations. TASMG soldiers not only serve in Groton but are on-call to shift to any locale which might require their special expertise.

Following the briefing, the CAPsters were lead on a tour of the facilities visiting the main hangar, the engine test sight, and shops engaged in non-destructive testing, electrical systems and engine repair and refurbishment.

The main hangar is essentially a production line. When a helicopter requires a major overhaul, it is broken down into all of its major components and enters a six phase process which takes 270 days. It emerges what is essentially a zero-time aircraft and is returned to active service.



Right: Cadet Martin studies the flight panel of a Blackhawk.



What is most apparent is the pride which the soldiers of the 1109th take in their mission. They not only perform major and minor reconstruction and repairs but also invent their own tools for special tasks. Once these devices are built and tested, they may be and often are adopted by other units.

Sgt Delgado explains how the T700 engines are refurbished.



Sgt Marshall, flanked by Maj Nowakowski exhibits a special tool fabricated in the machine shop.

Sgt Dennis Stone, a recruiting and retention NCO spoke to the cadets about the opportunities offered by the Connecticut National Guard. They will not only get superb training in a guaranteed occupational specialty but will be eligible for 100% free tuition at Connecticut colleges and universities. While in school, they also will train part-time with their units and be paid.

A question and answer session followed. TRCS members attending were Cadets Diaz, Martin, Munzer, Wischman, and Race and Lt Schmdit, SM Martin, and Lt Col Rocketto. 2D Lt William Humes, who works at the 1109th as a liaison engineer was also present.

C/Capt Carson Hadley, Cadets Trotochaud, Haven, and Lindig, and Capt Everett Hadley and 2d Lt Christina Trotochaud represented Danielson.



ACTIVITIES

Spatz Ceremony

C/Lt Col Daniel Hollingsworth and Lt Col Stephen Rocketto attended a Spatz Ceremony at the Connecticut Fire Training Center. Keith Trotochaud of the Danielson Cadet Squadron

received the award and promotion to Cadet Colonel.

Only five in a thousand cadets achieve the General Carl A. Spaatz Award. It requires a cadet to earn 16 achievements and then pass a rigorous examination which requires a physical fitness test, a written essay on an ethical or moral issue, and 60 question closed book examinations in leadership and aerospace.

The award was presented by State Representatives Prasad Srinivasin and Scott Storms. Srinivasin is a member of CAP's Legislative Squadron and Storms is preparing to join.



Col Ridley, Representative Storms, C/Col Trotochaud and Representative and CAP Major Srinivasin

Capt Everett Hadley, commanding officer at Danielson spoke about the demanding requirements of the cadet program and the life-long benefits which result. In a traditional recognition of merit, he presented a challenge coin to C/Col Trotochaud



Trotochaud Receives the challenge coin from Hadley.

Col James Ridley, CTWG Commander, officiated.

Training

21 Dec-Lt Col Kinch and Lt Col Rocketto worked on the mysteries of the Nikon D90.

26 Dec-C/Capt Hollingsworth, C/CMSgt Ramsey, and Lt Col Rocketto ran a rifle safety and marksmanship clinic for the cadet staff of the Training Leaders of Cadet Academy.

Radio Net Operations



Cadets Martin, Race, and Munzer man the radio during the weekly CTWG net check-in.

ICE PATROL

01 January, 2018

The "Ice Patrol" is an extension of the Long Island Sound Patrol (LISP). The LISP is flown during the boating season and provides rapid response to coastal situations such as boating incidents, petroleum spills, and fires. During the winter, CAP monitors ice along the coast, harbors, and navigable rivers with special attention to the requirements of commercial shipping. Reports and data are transmitted to the U.S. Coast Guard Sector Long Island Sound.

The first mission of the year was flown by TRCS on the Patrol's eastern segment covering the Connecticut River and Thames River estuaries. Maj Scott Farley, Lt Adam Spreccace, and Lt Col Stephen Rocketto braved a bitterly cold day to launch the aircraft.



Pre-Flight and Paperwork

Spreccace is adjusting the VIRB camera and Farley is checking the fuel quantity.



The river ice was most prevalent on the Connecticut between Wilcox Island and Hartford. The only build up of ice on the Thames was around the Mohegan-Pequot bridge carrying Connecticut Route 2A traffic between Montville to Preston.



Ice Build-up by the Mohegan-Pequot Bridge

GROUND TEAM AND MISSION BASE TRAINING SCHOOL

Wing Emergency Services has scheduled a training program for UDF, MRO, MSA, GTM 3, GTM 2, GTM 1, GTL.

It will be held at the Danbury Armed Forces Readiness Center, 50 Wooster Street, Danbury CT on January 13th from 0800 to 1600.

Any cadet who is an Airman or above and has passed the GES 116 exam and any senior who has level 1 and has passed the GES 116 exam.

Bring CAP ID, Current 101 card, CAP Form 161, 24 hr gear if you are training for a ground qualification, water, cold weather clothing (you will be outside if you are training for a ground qualification), safety vest, notebook, pen/pencil, and a printed out copy of whatever SQTR(s) you wish to work on.

Uniform of the day utility blues, ABU, BDU, or CAP corporate.

There is no cost but bring your own lunch and water.

If you are planning on attending this activity, please e-mail your name, CAP ID number and your training requirements to meghan.brownell@gmail.com

CURRENT EVENTS

Robird

Edmonton International Airport in Alberta is the test site for Robird, an unmanned aerial vehicle (UAV) that mimics the appearance and flight profile of a falcon. The device is designed to frighten birds loitering around airports which will mitigate the chance of an aircraft bird-strike.

Robird is a 3D printed from a nylon-glass fiber composite. The product is then painted to match the features of a real falcon.

Robird
“perched on the hand of flight director Nico Nujenuis. (Credit: University of Twente)



The UAV is hand launched, battery powered and has enough stored energy for about three five minute flights, the typical behavior of a falcon on the hunt. But its 40 mph speed cannot match a real peregrine falcon whose dive speed can top 200 mph!

Robird has logged about 150 flights and it credited with driving off 5,000 bird which averages out to about 40 birds per flight.

Aerial Attack on California Wildfires



At least five dozen aircraft on duty or stand-by to fight the wildfires which have devastated large tracts of land in California. The aircraft are a conglomeration of government and contractor aircraft. They size ranges from a modified Boeing 747 which has a 20,000 gallon capacity down to a relatively diminutive PZL M-18 Dromader which lifts about 600 gallons.



California ANG's 146th Air lift Wing C-130 equipped with Modular Airborne Fire Fighting System laying down retardant in Southern California.
(Credit: Dave McNew)



A Columbia CH-47D Chinook. Note the snorkel used to pick up water without landing.

Cal Fire acquired 26 S-2 Trackers and replaced the piston engines with turbineS.



One of three 10 Tanker DC-10s
(Credit: Jeffrey Reynolds)

THE COASTWATCHER GUARDIANS

Lurking in the subscription list of The Coastwatcher are three sharp-eyed aviation aficionados who hunt out mistakes like the Red Baron hunted allied aircraft. From time to time, one of these will get on The Coastwatcher six o'clock position and score a kill

Who are these guardians of truth? Lt Col Carl Stidsen, Lt Col "Wild Bill" Dolan, and Dr. Eric Thompson wait in the sun, ready to pounce at every opportunity and add to the growing score of "erratum" mea culpas.

But as the poet Juvenal once asked "Quis custodiet ipsos custodes? Who will guard the guardians.

Anyway, The Coastwatcher is thankful for their observant readership. Although the records are not clear, trio have all managed to achieve "Ace"

status with at least five corrections each in the past eleven years.

*A great nation is like a great man:
When he makes a mistake, he realizes it.
Having realized it, he admits it.
Having admitted it, he corrects it.
He considers those who point out his faults
as his most benevolent teachers.*

Lao Tzu

AEROSPACE HISTORY & AEROSPACE CHRONOLOGY

03 JAN, 1943 – When his B-17, *Snap, Crackle and Pop* is shot down, ball turret gunner Sgt. Alan McGee is thrown from the wreckage without a parachute. He falls 20,000 feet and falls through the roof of the Saint-Nazaire railroad station and survives. German medics treat his 28 shrapnel wounds, broken bones, damage to his face, lungs, and kidneys and a nearly severed right arm. He spends the rest of the war as a POW.



*In 1993, the 50th anniversary of the incident, McGee attended an unveiling of a monument in Saint-Nazaire honoring the crew of *Snap, Crackle, and Pop*.*

04 JAN, 1936 – First flight of the Vought SB2U Vindicator.



Lt. Cmdr. John Waldron, commander of Torpedo 8 departs the USS Hornet.

Waldron's squadron VT-8 consisted of 15 obsolescent Devastators carrying two men each. All 15 VT-8 aircraft and 29 men were lost. One man, Ens. George Gay, survived.

The attack drew the Japanese fighter cover down leaving an opening for a subsequent dive bomber attack. Four Japanese fleet carriers were sunk. The American victory marked the turning point of the war in the Pacific.

05 JAN, 1943-Maj. Gen. Carl A. Spaatz is appointed Commander in Chief of Allied Air Forces in North Africa.



Allied air commanders of the Mediterranean theatre. From left to right: Air Vice-Marshal Coningham, General Spaatz, Air Marshal Tedder and General Kuter.

06 JAN, 1971 – The United States Marine Corps takes delivery of its first AV-8 Harriers. The fleet has adopted three modifications in 40 years.



AV-8A Original version of the Harrier and retired in 1987.

*AV-8B
Harrier II
introduced in
1985.*



*AV-8C an upgraded version of the AV-8A.
Introduced in 1979 and retired in 1987.*

For financial reasons, Great Britain has retired its entire fleet, 72 Harriers, and they have been purchased by the USMC for about \$180 million dollars. They are stored in Tucson at the Aerospace Maintenance and Regeneration Group and will be cannibalized for spare parts to keep the Marine airdales airborne.



*Rest In Pieces
British Harriers Under the Arizona Sun*

07 JAN, 1949-Spitfire vs. Spitfire-Attracted by a smoke column two Israeli Air Force Spits saw what they believed were Royal Egyptian Air Force Spits circling a shot-up Israeli column. But the aircraft were from the Royal Air Force on a reconnaissance mission and had also been attracted by the smoke. The Israeli pilots shot three of three of them down. The shot down aircraft were Royal Air Force (RAF) MK. XVIII Spitfires.



Israeli Mk. IX

RAF Mk. XVIII



Ironically, the pilots of the Israeli Spitfires were not Israelis. One was the Canadian John McElroy, a World War II ace who flew Spitfires for the Royal Canadian Air Force (RCAF).

McElroy was involved in a second incident in which a CIA U-2 was destroyed. On the 17th of September, 1956, McElroy was one of several RCAF pilots flying a CF-86 Sabre in Germany. They were in the immediate vicinity of a CIA U-2 which broke apart in flight and crashed, killing the pilot, Howard Carey. A number of theories emerged to explain the crash. One story is that the Canadians made a close pass to the U-2 and the turbulence from their wakes caused a structural failure. A second story refers to an uncommanded flap extension which overstressed the aircraft. A third story involves over-pressurization of the wing tanks during the climb-out.

The second pilot was an American, Chalmers "Slick" Goodlin, also a World War II veteran of the RCAF and former Bell test pilot. Chalmers would go on to become the first pilot to fly the Bell X-1 in powered flight.



*McElroy
examining battle
damage in his
aircraft's rudder.*

Slick Goodlin perched on an Israeli S-199 Mezec, the Czech version of the Me-109.



A KC-135, formerly the Boeing 717.

08 JAN, 1998 – Boeing changes the name of the MD-95 jetliner to the 717 – 200.

The commercial products which followed were the 707, 720, 727, 737, 747, 757, 767, 777, 787, and the planned 797.

In 1997, Boeing merged with McDonnell-Douglas and adopted its successful MD-95, changing its name to fill in the 700 series.



A Douglas DC-9, later the McDonnell-Douglas DC-9

The 720 is the only anomaly in the 7X7 series. It was developed from the 717-020 but was changed to 720 at the request of United Airlines, the launch customer.



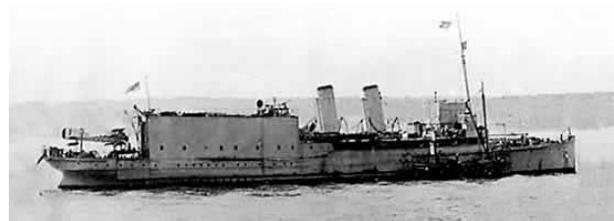
The Boeing 720, a short to medium range version of the 707.



An MD-95, renamed the Boeing 717.

09 JAN, 1917 – *HMS Ben-my-Chree*, Royal Navy seaplane carrier, is sunk by Ottoman artillery fire while in the harbor of Castelorizo Island. Ben-my-Chree has the dubious distinction of being first aviation ship ever sunk by enemy action.

Boeing's designation system assigned the 700 block of numbers to its line of commercial airliners. The marketing mavens decided that “700” was not catchy enough so the first in the line became the 717. But the aircraft was produced for the USAF as the KC-135 so the “designation “717” was retired.



The aircraft on the stern is probably a Shorts 184