



*Missions for America
Semper vigilans!
Semper volans!*

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Squadron
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Fruit Sale Last Chance

Receipts Due-Noon, Saturday, 31 October



JOINT MEETING-SENIOR CADET MEETING

27 October 2020

Lt Joel Drost led a well-organized CAP mandated Wing Man program on the topic of suicide awareness and prevention. Groups with higher risks, warning signs of suicide and strategies for intervention. Drost concluded with the advice, "Take care of your wingman."

REPORT ON WEEKLY OPERATIONS AND ACHIEVEMENTS, MISSIONS, PROMOTIONS, ACTIVITIES

Maj Roy Bourque, TRCS Emergency Services Officer conducted a simulated missing person search this weekend at Bluff Point State Park. Lts Kopycienski, J. Thornell, Docker and cadets Burton and R. Thornell took part.

**THE 2020 NER-CTWG VIRTUAL
CONFERENCE**

by
Stephen M. Rocketto, Lt Col, CAP

The 2020 Northeast Region-Connecticut Wing Conference was a well-run and informative virtual conference. The committee which planned the conference deserves high praise for their successful execution of a novel Civil Air Patrol activity.

The conference was organized into two parts, the live morning general assembly and afternoon seminars, some live and some pre-recorded. Live sessions were recorded and will be available for viewing by those whom could not attend all sessions.

General Assembly and Awards Ceremony

The general assembly high-lighted by three speakers, National Commander Major General Mark Smith, Chief of Staff-Air of the Connecticut National Guard, Brigadier General Francis Detorie and Senator Carlo Leone, Commander of the CTWG Legislative Squadron.

General Smith delivered a "State of the Patrol" address in which he reviewed the past year's successes, show-cased the new programs and technologies and commented on future challenges. The most surprising portion of his speech was the importance of the cell phone and radar teams in contributing to the near record number of 127 saves. Traditionally, aircraft and ground teams used radio-direction finding and visual searches to locate downed aircraft or persons in distress. But in the past year, around 90% of the successes have been due to CAP volunteers who analyze cell phone and radar data.

General Detorie praised the CTWG for their close cooperation with the National Guard in a diverse range of programs from use of the Domestic Operations Awareness and Assessment Response Tool (DAART) to Starbase, an educational initiative in which CTWG instructors ran weekly aerospace education programs at selected

Connecticut schools.

State Senator and CAP Colonel Carlo Leone. The Senator praised CTWG for its valuable service to the state and committed himself to future support.

Coffee Break

At the conclusion of the addresses, moderator, Lt Col Andrew Liput called for a 15 minute coffee break. This was disappointing compared to past efforts at our live conferences. I left my "Zoom Center" for the refreshment stand and only found a stale Danish and a cold pot of coffee. I will send a sharp letter to myself about his scandalous state of affairs.

Awards Ceremony

Northeast Commander Col Jack Ozer and CTWG Commander James Ridley moderated the Awards Ceremony. The many achievements of the many CAPsters who distinguished themselves were celebrated. However, Due to space limitations, *The Coastwatcher* will only mention those members of the CTWG who were honored.

Two CTWG officers received national recognition. Lt Col Andrew Liput was designated as National Legislative Officer of the Year and Lt Col Bruce Roy was named Inspector General of the Year.

CTWG received the NER Mission Award for our 2019-2010 disaster relief efforts.

Eleven of the thirteen CTWG squadrons which have cadet components earned the Quality Cadet Unit Award, meeting 12 different criteria including orientation flights and encampment participation, earning the Aerospace Education Excellence Award and qualifying cadets for emergency services.

The 399th Composite Squadron from Danbury was named as the CTWG Squadron of Merit based upon its performance in categories such as squadron strength and growth rate and cadet achievement demonstrated by promotions of cadet

officer level.

Two pilots, Maj Paul Mangini and Captain William Cass were awarded the CTWG White Scarf Award of major contributions to flight programs. Mangini serves as Wing Maintenance Officer and Cass ran the highly successful cadet ground school preparing our future pilots for the FAA Private Pilot written examination.

Majs David Stansfield, Carol Whelan and James Whitesell all received the Paul Garber Award for reaching the fourth level in CAP's professional development training system.

C/Capt Makenzie Murphy earned the Air Force Association's Cadet of the Year.

CTWG Officers of the Year included the following: Lt Col Andrew Liput (Legislative), Lt Andrew Lucky (Professional Development), Capt Michael Nolan (Aerospace), Lt Brian Waldron (Historian), Lt Joseph Lavoie (Property Management), Maj Olga Simoncelli (Cadet Development and Public Affairs), Maj Dennis Mercieri (Chaplain), Lt Col Robert Hoar (Cadet Programs), Lt Col Megan Brownell (Emergency Services), Col Casandra Huchko (Finance and Connecticut Commander's Award), Lt Col Bruce Roy (Inspector General), Andrew Lipu (Legislative), Col James E. Palmer (Senior Member),

The following officers were awarded the Regional Commander's Commendation Ribbon for their contribution to the success of the International Air Cadet Exchange when they visited Connecticut: From Thames River, Maj Scott Farley, Lt Jennifer Thornell and Lt Michele Martin. Maj James Law, Capts Eric Pearson and David Soldana and Lts Joseph Lavoie were also honored.

Lt Col Robert Hoar was awarded a Meritorious Service Ribbon for his work with the IACE.

Lt Col Jeffrey Travers, Andrew Liput and Matthew Valleau received the Regional Commander's Award for their contribution to the success of the Regional Staff College.

Capt Wayne Tremallo flew for ten weeks with the Reaper Chase Mission. This entailed spending one week tours flying escort when the Reaper UAV flew from their base in Syracuse to their operational area at Fort Drum. The transit, through civil air space, requires a "see and avoid" presence and the CAP chase crews provide this service. For his remarkable service, Tremallo received a Meritorious Service Award.

Lt Col Liput adjourned the conference for a one hour lunch break. Once again, disappointment. The only dish on the table was a two day Chinese take-out. When I tried to use the replicator and ordered a "Tea, Earl Grey, Hot" I got an out-of-service message. Where is Scotty when you need him?

Maj Farley had it worse. There was not food and he had to take out the dogs and dump the trash.

Afternoon Seminars

I attended four of the afternoon sessions and all were excellent, well organized offerings delivered by presenters with a vast store of experiences in their subjects.

sUAS

The first program which I attended was Lt Col Thomas Vreeland's briefing on CAP's small unmanned aerial systems (sUAS) initiative. Vreeland is a former Spaatz Cadet and probably most knowledgeable member of CAP in regard to organizing and running sUAS operations. His Wing, New York, is the first to mount operationally ready sUAS deployment teams.

Vreeland spoke about the structure, impact, and future of the UAS mission for CAP. He also suggested suitable training aircraft and the need for an ongoing effort to qualify mission personnel, pilots and technicians. He also noted how the new regulations for sUAS parallel those for manned aircraft and crews and emphasized that the unmanned vehicles are CAP corporate aircraft and the operators are CAP pilots and crews.

College Admissions

TRCS members attending were Lts Sprepace and Pineau, Capt Johnson, Maj Farley and Lt Col Rocketto.

Air Crew Meeting

Maj James Whitesell, CTWG Operations, updated the audience on the planned 2021 missions. He encouraged all air crew members, pilots, observers, scanners and aerial photographers to engage in the 10 proficiency flight profiles which are offered. The new Form 5 protocols were also covered and useful commentary was added by some of the participants.

TRCS members attending were Lts Sprepace and Pineau, Maj Farley and Lt Col Rocketto.

Search and Rescue Satellites

The speaker, Col William Moran of the New Hampshire Wing is a man with impeccable credentials as a pilot and search and rescue authority. The Colonel started with an explanation of the characteristics and search and rescue capabilities of three classes of satellites: low earth orbiters, medium earth orbiters and the geostationary operational environmental satellites, the two frequencies emergency frequencies available, the support of forensic cell phone and radar analysis and the rescue beacons available to the aviation, maritime, and hiker communities.

The second part of Moran's discourse were case studies of actual searches in Vermont's Presidential Range, specifically the environs of Mount Washington which claims to have the worst weather in the world. There is argument about this claim but erratic changes in conditions from calm and relatively balmy to hurricane force winds and below zero temperatures are death traps for the unprepared hiker and enormous challenges for the search and rescue teams.

Maj Farley, Lts Sprepace, Pineau, Thornell, Docker and Lt Col Rocketto attended this session.

Col Ann Brecbühl, Vermont Wing Commander and an official from the admissions office of Norwich University offered an extremely valuable series of rules for successful admission to federal and state supported military academies and state and private universities and reserve officer training programs. A graduate of the U.S. Military Academy and a parent who has sent children there, she has an intimate knowledge not only the correct approach to admissions but also the pitfalls which lead to failure. As someone once trained by the Massachusetts Institute of Technology Admissions Office, I can testify that Col Brecbühl is, as the say at the Naval Academy, giving you the "straight skinny" and is not to be ignored.

Among the Colonel's best advice is to start very early, sophomore year in high school, and master all of the requirements which schools require for admission. If you are applying to a federal military academy, apply to all of them. It does not cost anything more. If you are applying to a civilian school using what is referred to as the "Common App," make sure that your essay is general and does not name any specific school which you might prefer. Finally, pay strict attentions to the time lines for the submission of applications and supporting information.

I would also advise any cadet considering university education to view the recorded copy of this presentation and take it seriously. I was the only member of Thames River to attend this session and I was surprised to note that no cadets were present.

Maj Farley attended a full day course on Friday, FEMA course, Emergency Operations Center/ Incident Command System Interface. The course covered the complex inter-relationships which exist between the emergency operations center and the incident command staff, especially in responding to large and complex events such as an airliner accident or widespread damage from weather related events.

Any other TRCS member who wishes to contribute a report about their experiences attending the virtual conference is invited to submit it for editing.

The Future

The next NER-CTWG Conference will include a meeting of CAP's Board of Governors. It is scheduled to be held at the Bradley Sheraton on May 18-23, 2022.

AEROSPACE CHRONOLOGY FOR THE WEEK

Oct. 28 - Two First Flights for Navy Aircraft

1952 – First Flight of the Douglas XA3D-1 (A-3) Skywarrior



*Skywarrior
formerly on display
at the New England
Air Museum.*

1954 – First flight of the North American FJ-4 Fury

*Fury on display
at the Museum of
Naval Aviation.*



Oct. 29, 2008 – The Department of Justice approves the purchase of Northwest Airlines by Delta Airlines.



*A Northwest Airlines 747 Freighter in Anchorage
in 2008. (Credit: FrankK)*

The Delta family tree indicated that starting in 1920, over 40 different airlines were incorporated into the original Huff-Deland operation. Even Groton-New London's own Pilgrim Airlines joined the Delta Connection feeder system via New Haven's Business Express.

Oct. 30, 1912 - During the Balkan-Turkish War, Raina Kasabova becomes the first woman to serve in a combat crew of an aircraft. Kasabova was a 15 year old volunteer nurse who threw leaflets out over Odrin (Edrine) calling upon people to cease fire and avoid bloodshed.



Supposedly, Kasabova met Stefan Kalinov, a Balkan pilot and was offered a chance to sit in his aircraft. She did so, liked it, and Kalinov obtained permission to take her aloft. A mechanic named Klia Mladenov gave her two packets of propaganda leaflets and instructed her to throw them out when Kalinov signaled.

Attempting to verify the story, The Coastwatcher did find some web-site which alluded to the incident but it was in Cyrillic script. Here is the lead to the article. Райна Касабова – първата жена, участвала в боен полет. Make of it what you wish.

Oct. 31, 1964 – NASA astronaut Theodore Freeman Goes West. A goose strikes the canopy of his T-38 and shards of plexiglass are sucked into the engine intake resulting in a flame-out. Freeman ejects but is too close to the ground for his parachute to deploy.



Nov. 1, 1950 – Another historical quandry! Who scored the first jet-over-jet victory.

Russian Lt. Semyon Khominich, flying an MiG-15 for North Korea shot down a USAF F-80 Shooting Star piloted by Lt Frank Van Sickle? The USAF claims that Van Sickle fell to ground fire.

A Russian source states that on the same day, Lt. Khominich shot down a F-80 piloted by Capt. Frank Doyle? The Coastwatcher could find no substantiation of this claim.

On November 8th, Lt. Russell Brown, USAF, flying an F-80C claimed an MiG but the Russians say that the aircraft claimed flown by Lt. Vladimir Kharitonov returned to base.

Many Soviets, many WWII veterans flew for the North Korean Air Force against the United Nations Forces during the Korean Police Action.



A MiG-15 and a Lockheed F-80C Shooting Star which flew combat missions in Korea.



What seems to be indisputable is that on November 9th, Lt. Cmdr. William Amen, USN, flying a Grumman F9F-2B did shoot down an MiG-15 piloted by a Capt. Grachev. Both US and Russian sources seem to agree that this is true.



*F9F-2B Panthers of VF-721 in flight over Kunsan, Korea.
(Credit: US Navy)*

What is well-known is that the reports of combat pilots and national propaganda outlets regarding shoot-downs have a long history of exaggerated claims. Some authorities state that a few as one in three claimed kills actually happened.

Nov. 2, 1952 – Sources cite that Marine Corps Maj. William Stratton and Master Sgt. Hans Hoagland, in a Douglas F3D Skyknight, downed a North Korean Yak-15, marking the first victory in a jet-versus-jet night action. However, the North Koreans never flew any Yak-15s so the source is probably a misprint for MiG-15.



Above: F3D-2 Skyknights of VMFN-513 at Kunsan.

Right: Capt Stratton and Sgt Hoagland pose in front of their victory maker.



Nov. 3, 1926– Captain Charles Lindbergh jumped from his disabled airplane during a night airmail flight, making this the fourth time he has had to use his parachute to save his life. The ever cautious Lindbergh had "practiced" three times for this emergency.

He is the only four time member of the Caterpillar Club, formed by the Irvin Parachute Company to honor those who saved their lives using parachutes.



*Caterpillar Club Pin
(Credit: Jaacek Halicki)*

His first "jump" occurred on March 5, 1925 at Kelly Field when he was flying an SE-5 and collided with another Cadet McCallister, another student in a DH 4B.

Three months later, on June 5, 1925, Lindbergh had to make his second bail-out. He was working for Robertson Aircraft Corporation in St. Louis and studying spin behavior of one of their aircraft. A spin became unrecoverable and Lindbergh went over the side, almost too late, at around 250-300 above ground level. The spinning aircraft almost hit him.



Lindbergh Adjusting His Parachute, Lambert Field, St. Louis

September 16, 1926- Third emergency jump...flying the mail for the Post Office. Caught at night in a blinding snow storm, unable to find a field and running out of fuel force him to parachute to safety.

November 3, 1926 - Night and lost in a blinding snow storm once agains to fuel exhaustion. He bails out at 13.000 feet. He landed on a barbed wire fence but his heavy flying suit prevented him for getting hurt. The mail was recovered. They did not call him "Lucky Lindy" for no reason.

Two of Lindy's wrecks. (Credit National Postal Museum and Minnesota Historical Society)



There is another aviator who also departed four times while in flight from an aircraft in extremis. Navy Lt. J. D. "Goose" Lortscher, a weapons system operated, used an Martin-Baker ejection seat on four different occasions to exit McDonnell F-4 Phantoms. The last escape was on October 15, 1973 from a Royal Air Force FG.1 Phantom while on exchange duty.

Tragically, Lortscher luck ran out and he was later killed in the crash of a Grumman F-14 Tomcat.

The feat in which an ejection seat is used is honored by the Martin-Baker Corporation and the "ejectee" receives a distinctive tie to be worn with civilian clothing. The tie design depicts the red triangle warning sign which is the standard warning for an ejection seat.

