



Mission for America

*Semper vigilans!  
Semper volans!*

# The Coastwatcher

Newsletter of the Thames River Composite Squadron  
GON  
Connecticut Wing  
Civil Air Patrol

website: <http://cap-ct075.com/default.aspx>

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## SCHEDULE OF COMING EVENTS

### March

25 TUE BDU  
30 SUN NEAM Parking Detail

### April

01 TUE PT  
08 TUE BDU/Squadron Commander's Call  
12 SAT SAREX  
15 TUE Blues  
21 MON USCGA Lecture  
22 TUE BDU  
26 SAT Wing Conference  
29 TUE Blues-Parent's Night

### Long Term Planning

28 APR-5 May-USAF Graded Training Event  
30 APR-Parent's Night  
10 May-SAT-ACUT  
21 JUN-SAT Wing Rocket Competition  
4-13 JUL Encampment  
19 JUL SAREX  
20-24 JUL AIAA Power Plant Conference  
25 JUL-03 AUG NER Cadet Academy

## CADET MEETING MINUTES 18 MARCH, 2008

C/MSgt Molinari led the Cadet Squadron in the Pledge of Allegiance and the Cadet Oath.

Lt Wojtcuk led the moral leadership seminar entitled "*Arete*-Excellence and Competency.

Lt Wojtcuk and Cadet Brohinsky briefed the Cadets on the new Squadron flight organization.

Cadet Scannell and Brohinsky led the Squadron in a trivia contest focused on uniforms, aerospace, leadership, and general knowledge. Alpha Flight won.

Col Kinch instructed the Cadets on the new life preservers and new uniform items were distributed.

Cadets Abi and Lexie Wojtcuk each chose a prize from the fabulous prize chest earned as a result of their victories in the last two *Coastwatcher* contests.

## USCGA LECTURE

C/MSgt Molinari, Cadets East, Plourde and Andrew Molinari and Cpts Bourque and Rocketto all attended the lecture on the Search for Extraterrestrial Intelligence at the U.S. Coast Guard Academy on Tuesday, the 18<sup>th</sup>. Dr Seth Shostak explained why there is a high probability that life exists in some other region of the universe. Intelligent life was narrowly defined as an entity which can construct a radio transmitter. This narrow definition is used since at present, our only method of detection is by means of radio. In particular, the difficulty of separating signal from noise requires sophisticated analytical techniques. A question and answer session followed the lecture.

## MEET A MEMBER



Lt Col Thomas C. Wischart  
by  
C/SAmn Abigail Wojtcuk

Lt Col Wischart has been involved with Civil Air Patrol for over eighteen years. He has served our Squadron as Commander, Safety Officer, Operations Officer and Inspector General. "Seeing that it was a rather small senior member squadron, I was pretty much everything." He participated in many search and rescue operations. Some of his CAP qualifications include Mission Pilot, Scanner Observer, "O" Flight Pilot and Mission Check Pilot. At present, he is the Deputy Commander for Senior Members.

His background includes twenty-eight years in the Navy—twenty years on active duty and eight years in the Navy Reserve. Col Wischart started as a Seaman Recruit and retired as a Commander which is equivalent to a Lt Col in the Air Force. During his tour in the Navy, he visited many foreign places including Moscow, Russia and Beijing, China. He earned a Master's degree in Engineering and now works for the State of Connecticut at the UConn Health Center in Farmington.

Col Wischart has two hobbies. Flying with Civil Air Patrol is one. He is also an equestrian and owns three Morgan horses: Burger, Fries, and Butt. Burger is a black mare and is Fries' mom. Fries is a three year old stallion that has not yet been broken for riding and Butt is a Chestnut mare that likes having you play bongos on her rear end (therefore the nickname).

The Colonel has been happily married for thirty-five years to his wife, Marla, and has two children, Tom Jr. who is now in East Lansing, Michigan, and is coaching a polo team at the college. His daughter, Amy, is a teacher and coach for an equestrian program in Culver, Indiana. In the summer she enjoys playing polo also.

## GROUND OBSERVER CORPS REDUX

Last week's quiz was not entered by any Cadets; however, Lt and Mr. Wojtcuk and Col Kinch all successfully identified the Martin 4-04 Metropolitan as the mystery aircraft. The senior Wojtcuks also answered all of the questions correctly.



*Provincetown Boston Airlines 4-0-4 displaying its characteristic tail passenger ramp*

At the end of World War II, a number of companies believed that an opportunity existed to sell a medium level airliner to replace the prewar DC-3. In the United States, Martin was first out of the gate with the 2-0-2 but she was a one-trick pony, lacking pressurization. Six months later, the similar looking but pressurized Convair 240 took to the air. Martin stretched the 2-0-2 and produced the definitive 4-0-4 which saw service with not only some two score airlines but the U.S. Coast Guard which purchased two and assigned the designation RM-1. However, Martin was "a day late and a dollar short" as Convair seized the initiative with its early advantage of pressurization. The 240 was followed by the stretched 340 and 440 versions. Later, turboprop conversions entered service as the CV-580 and CV-600 series. The U.S. military adopted the Convair wholesale as the T-29 navigation trainer and the C-131 transport. As a aeromedical

transport, the Convair was known as the Samaritan.



Convair C-131D, the USAF version of the 340

Incidentally, the first airplane owned by a major league ball club was the Brooklyn Dodger's CV-440 purchased on Jan. 4, 1957. They started with a leased or rented Twin Beech and then moved up to a DC-3 before they purchased the Convair for \$775,000. The aircraft was purchased direct from Convair through the good offices of Capt Eddie Rickenbacker who was the President of Eastern Airlines, a Convair user. The paint on the Dodger Convair preserved the Eastern eagle on the tail but replaced the logo on the nose with a baseball motif.

Eventually they moved up to the four engined DC-6B, then a turbo-prop Electra II, and finally, in the '60s, a 720B

Of course, the romantic in me wishes their first owned aircraft had been the Metropolitan for after the Bums moved to LA and taken the Giants west with them, New York gained a team called the Mets and it would have been a nice story if somehow, the Martin aircraft had presaged that new team at the metropolis on the Hudson.

Finally, recall that the Martin and Convairs were conceived as replacements for the DC-3. The FAA Aircraft Registry indicates 40 Martins, 120 piston engined 240s and 340s, and over 500 DC-3s!

For a change, here is a *pair* of mystery aircraft that share in the denomination of their popular names, reveals a common heritage.



### QUIZ OF THE WEEK

1. Name the piston powered aircraft.
2. Name the turbine powered aircraft.
3. These two aircraft share a name with a predecessor which when first produced had a most unusual cockpit configuration. What was this plane's name and what was unusual about the cockpit arrangement?
4. The piston powered plane shown above had a nickname applied to it by its crews. What was this very unofficial nickname?
5. Provincetown-Boston Airlines was unique because of its basing arrangements. It carried the heavy summer traffic on the Boston-Cape Cod route. What happened in the winter?

### TRAILER REPAIRS

Col Kinch, and Senior Members Dave Eberhardt, Scott Farley, Chris Manner, and Paul Noniewicz worked on Thursday afternoon to repair the wind damage to the skirting. Damaged skirts were repaired or replaced and new material was installed to close the gap on the north side and prevent recurrences. Extra fasteners were also to reinforce those already installed.