



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

### January

22, TUE BDUs/Aerospace/AEX  
29 TUE BDUs/Emergency Services

### February

05 TUE PT  
12 TUE BDU  
16 SAT Aircrew Training/BCUT  
19 TUE Blues  
26 TUE BDU



*Squadron Cadets Receive Orientation Flight Certificates*

## WING TRAINING EXERCISE

Eight members of our Squadron participated in the Wing Training Exercise on Saturday, the 12<sup>th</sup> of January. Lt. Manners attended the Ground Team Leadership Course. Maj. Nielsen was the Air Boss and was assisted by Maj. deAndrade. Lt. Col. Kinch and Lt. Col. Wisheart served respectively as instructors for candidate Mission Pilots and Observers. Capt. Noniewicz assumed a leadership role and flew several sorties as a mission pilot. Captain Rocketto worked on the flight line and served as communications instructor.

Cadets Barberon and Montgomery started their qualification track for flight line marshaling. Both Cadets also were instructed in communication procedures and manned the radio room. Barberon and Montgomery also got to fly back to Groton in 73X.

About a dozen sorties were flown and the standard procedures for CAP searches were practiced. This included flight planning, sector searches, creeping line searches, and communications.

*Creeping Line Search Lesson*



*Mission Planning Session*

*Practicing Marshalling Hand Signals*



*Commo Room Ops*

## GROUND OBSERVER CORPS REDUX

The mystery aircraft in Edition 2.1 was a Hawker Hurricane MKIIA, the less famous but harder working stepsister to the more glamorous Supermarine Spitfire.



*Hurricane*



*Spitfire*

Sydney Camm, Chief Designer at Hawker Aircraft learned about the development, by Rolls-Royce, of the engine which was to win fame as the Merlin. The contract was let by the Air Ministry on 21 February, 1935 and the prototype flew on 06 November. If one counts preliminary design by Hawker, the Hurricane was conceived and built in about 18 months.

The Hurricanes construction was somewhat typical for that time. Although it sported novel sliding canopy, retractable undercarriage, and in many versions, eight .303 caliber wing mounted machine guns, it also maintained a fabric covered fuselage and a wooden two bladed propeller.

During the glory days of the Battle of Britain, the Royal Air Force deployed 50% more Hurricanes than the swifter Spitfires. Since the Hurricanes were at a disadvantage in combat with the best German fighter, the Bf-109E, a division of labor resulted. Spitfires were tasked with attacking the escorting German fighter force while the Hurricanes tackled the bombers.

Hurricanes were deployed to all of the war fronts and saw service in Africa, the Far East, and Southwest Asia, the Pacific, and were equipped with hooks for carrier landings and skis for operations in Russia. Perhaps the most interesting variation were the Hurricats.

German submarines were guided to allied convoys by long range reconnaissance aircraft such as the Focke-Wulf Condor which could also attack the convoy with bombs. Certain cargo ships, known as Catapult Aircraft Merchantmen or CAM-ships were outfitted. When a German aircraft was sighted, the Hurricane was launched on a one-way trip. No provision was made to land the aircraft and the pilot had to either bail out or ditch and hope to be picked up by a rescue vessel. The construction of escort carriers soon eliminated the necessity for Hurricats.

Ultimately, the Hurricanes performed yeoman service with over 14,000 produced. Its docile handling characteristics and easily repairable fabric skin and tubular structure were invaluable assets for the inexperienced and hard pressed air and ground crews of the RAF during the crucial early days of the war. The Hurricane accounted for more aerial victories during the Battle of Britain albeit that more Hurricanes were involved and they generally attacked the more vulnerable bombers. Nonetheless, the achievements of the Hurricane has earned it a place among the pantheon of great fighter aircraft.

Our next “stepsister” aircraft, planes which existed in the shadow of more popular sister ships. is a bomber and is shown below. Can you name the mystery aircraft. Cadets who participate will be rewarded in the “Cadet of the Cycle” competition.



*Mystery Aircraft of the Week*



### **THE YEAGER AWARD**

The Aerospace Education Program for Senior Members (AEPSM), better known as The Yeager Award, is based upon the information which is covered in a text *Aerospace: The Journey of Flight*. It parallels the Cadet study packet titled *Aerospace Dimensions*. Topics covered are in many ways similar to the private pilot written test and you might get questions about meteorology or navigation of the theory of flight. In addition, you get to explore your knowledge of the history of aviation, astronomy, and aviation organizations.

The test is a 100 question multiple choice open book exercise which may be taken on-line or on paper and takes about an hour. A grade of 70% is required to pass. For those who succeed, you receive a handsome certificate and the right to wear the "Yeager" ribbon.

One of our Squadron goals is to actively encourage all of our members to earn this award. Since we are a squadron, we plan to offer a workshop at which we will study for the test as a group. Capt. Rocketto will offer a power-point program which will cover the information needed to successfully complete the test. Refreshments will be served and it will be an excellent opportunity to meet together in fellowship and to increase your background knowledge in aerospace.

Members who have not earned this award will be contacted by e-mail and polled as to the best time to run our meeting. Please respond.

### **SENIOR MEMBERS** **ECI-013 TUTORIAL**

Seniors who wish to advance to Level II and promotion to Captain must successfully complete the Senior Officer Correspondence Course. The

material requires knowledge of military customs and courtesies, the history of aviation, leadership and communications.

A group of our Officers are now studying for this examination and would like to form a study group and work together. An e-mail will be sent to those members who have not taken this test with an offer to join the study group.

### **CADET MEETING MINUTES** **15 JAN 2008**

Sgt. Molinari conducted a muster and led the Cadets in opening ceremonies.

Capt Bourque, Capt. Rocketto, and Lt. Wojtcuk addressed the Cadets on our plans for the Squadron in the coming year. Making our squadron the best in the Wing will be an all-hands evolution involving both Cadets and Senior Members. Cadets were urged to consider to become committed members and maintain CAP standards in behavior and achievement.

The Plan of Action for the coming year has a number of points of focus. Achievement in Emergency Services, Rocketry, and Aerospace Education will be emphasized and the rate of Cadet promotions will be increased.

Captain Wholean conducted a moral leadership seminar titled "Can We or Should We" which dealt with the possibilities inherent in modern technological devices which allow us to commit acts which one ought not do.

Orientation Flight Certificates were presented to nine cadets.

### **SDIS TRAINING**

Training is being offered for Satellite-transmitted Digital Imaging System Operations. It is imperative that Thames River Squadron has a core of skilled operators. Officers interested in receiving SDIS training should contact Capt. Rocketto.