



Mission for America

*Semper vigilans!*  
*Semper volans!*

# The Coastwatcher

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

S. Rocketto, editor  
srocketto@aquilasys.com

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

Vol. II No. 20

06 June, 2008

## SCHEDULE OF COMING EVENTS

### JUNE

07 JUN-Squadron Maintenance Day-0900  
10 JUN-BDU/Commander's Call  
14 JUN-Wing Rocket Competition  
15 JUN-Bradley Open Cockpit Day  
17 JUN-Blues/Moral Leadership  
24 JUN-PT/Visitation by DCWG  
28-29 JUN-Quonset Air Show

### Long Term Planning

4-13 JUL-Wing Encampment  
19 JUL-Bradley ANG Space and Aviation Day  
21-23 JUL-AIAA AE Conference-Hartford  
21-30 JUL-NER Encampment-Otis ANGB  
19 JUL-SAREX  
20-24 JUL-AIAA A/S Education Conference  
10-17 AUG-MAWG Encampment-Ft. Devens  
06 SEP-CT National Guard Family Day  
07 SEP=Westover ARB Great NE Air Show  
27-28 SEP-Squadron Leadership School

16-18 OCT-Nat'l Conference on A/S Education  
17-18 OCT-NER Conference-Newport  
18-19 OCT-Corporate Learning Course  
22-23 NOV-Unit Commanders Course  
06-07 DEC-Training Leaders of Cadets Course

## CADET MEETING MINUTES

03 June, 2008

C/CMSgt Scannell mustered the Cadet Squadron and led the formation in the Pledge of Allegiance and the Cadet Oath.

A uniform inspection was held.

Cadets worked on completing rockets for the rocket competition. The following Cadets indicated that they will attend the rocket competition: A, Molinari, Shawn East, Alexis Wojtcuk, Jesse Brohinsky, Abigail Wojtcuk, and Michael Molinari. They will be accompanied by Col Kinch, Maj Bourque, Capt Rocketto, Lt Wojtcuk and SM Wojtcuk.

Cadets are still eligible to sign up and should make their intentions known at the next meeting.

Until further notice, no food will be brought to the Squadron trailers.

Cadet Dougherty was promoted to C/A1C. Cadet Michael Molinari was promoted to C/CMSgt. Cadet Scannell received the Armstrong Achievement Award.



*C/CMSgt Scannell Is Congratulated by Col Kinch Upon Receiving His Armstrong Award*



*Newly Minted C/Amn Dougherty Receives  
Insignia*



*Cadet Michael Molinari Receives His Promotion  
to C/CMSgt*

### **CADET UNIFORM NOTES**

For the summer, BDU uniform will be worn with rolled sleeves. The correct cover is the BDU patrol hat. T. shirts should be black. Insignia should be complete, neat, and correctly placed. Cadets must adhere to all grooming standards. See CAPM 39-1 for details.

If no uniform is worn, civilian long pants and a collared shirt are required.

### **SQUADRON MAINTENANCE**

Saturday morning, 07 June is set for maintenance work at the Squadron. The old sign must be taken down and painted. Shrubbery and grass around the trailer must be pruned or trimmed. Assume a 0900 start time. Please bring weed whackers and tools.

### **SQUADRON OPERATIONS TRAINING** **03 June, 2008**

Maj Neilson and Capt Noniewicz conducted an Scanner Training Session for both trainees and qualified scanners. Subjects covered were P2021 (signaling) and P2015 (entering data on CAP forms).

The attending Officers were LtCols Kinch and McAvoy, Capts Allison and Eberhardt, and Lts Farley and Manner.

### **GROUND SCHOOL TRAINING BIVOUAC**

Four Cadets and two Officers attended a ground school training weekend hosted by Col Provost and the Danielson Squadron. The bivouac commenced on Friday night and ended at noon Sunday and was held in the Danielson Squadron camp ground on the southwest side of Danielson airport. The facility is located in a stand of pine and is equipped with a shelter for cooking and sanitary facilities. Cadets pitched tents for shelter. Hot meals were provided at minimal cost by the Danielson Officer Cadre or Col Provost and Maj Flynn and consisted of such delicacies as moose sausage and mountain pie.



*Camp Fire and Cooking Area*



*Col Provost Sets Down the Rules*



*Line Search Preparation*



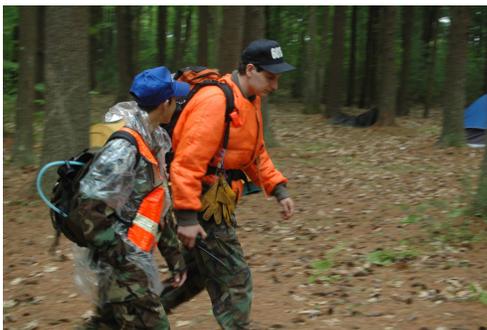
*Abi , Pasta in Hand, Eyes the Mother Lode*

The Cadets participated in a number of training exercises which included use of radio direction finding equipment, line searches, and compass usage.

*Chief Scannell Demonstrates Emergency Fire Starting Method*



*Adjusting Gear*



*Cadet Molinari and Team-Mate Set Out on Compass Course*



*In Hoc Signo, Vinces!*

Approximately 30 participants from Danielson, Manchester, and Groton were involved. Thames River Composite members were C/CMSgt Scanell, and Cadets M, Molinari, Lexie, and Abi Wojtuck. Maj Bourque and Capt Rocketto also attended but were unexpectedly tasked with a search mission which is described in a separate article.

### ELT SEARCH MISSION INTERRUPTS GROUND TEAM TRAINING

At 0230, while sleeping in a tent at the Danielson bivouac site, Maj Bourque was awakened by a cell phone call. An Emergency Locator Transmitter (ELT) signal had been received by both a search and rescue receiver on a weather satellite (SARSAT) and by an aircraft. Maj Bourque mustered Capt Rocketto and C/MSgt Molinari and Lt Kenneth Patenaude of the Manchester Squadron who had a radio-equipped van on site.

The search team plotted the coordinates and departed, using the call sign Ground Team 18 at 0300 to search for the transmitter some 10 miles north of Danielson Airport.

At 0335, we picked up an audible signal in the vicinity of Fay Rd on the Pomfret-Eastford line. During the next hour, we dismounted on three different occasions in order to attempt to obtain cross bearings.

At 0545, after a third hit from the satellite, we got strong signals in the vicinity of Kimball Hill Rd. in Hampton, a country residential area. We dismounted and interviewed two residents during the next hour and investigated three laid up boats, several barns, and the Preston Bird Sanctuary.

During this entire time, we kept getting strong but confusing directional signals and ended up by a dairy farm on Rte 17 where we interviewed a farmer. During this segment of the search, we were able to pick up the signal with the short auxiliary antenna ("rubber ducky") on the L-Per

which indicated a nearby source of the signal. Nonetheless, we failed to determine its location.

We then traveled some few miles on unimproved roads around Hampton Reservoir suspecting that from the signals received, the transmitter might have been on a boat. No joy!

For the next hour, we continued to trawl for signals and awaited the arrival of 73X which was being dispatched from Groton. We also met another ground team, Col Palmer and Capt Schinitis, Ground Team 16. They had conducted ramp checks to the south and our team was dispatched to Tautant Airports to do likewise. No beacon was detected.

At 0933, we contacted CapFlight 604 (73X), flown by Maj Neilson with Capt Noniewicz as Observer and Col Kinch as Scanner. They detected signal activity near the Putnam VOR so we drove northward and checked out that area as CAPF 604 circled above. The ground team could detect no signal

After a two vehicle search of likely sites in the Thompson area, we were released from the mission and returned to Danielson Airport in time for lunch.

Capt Rocketto's sardonic sense of humor suggested that the strong signal in the vicinity of the dairy farm was caused when a team of UConn students, celebrating graduation, went on a last cow-tipping expedition. The victimized bossie, lying on her side activated the distress signal from her ELT,. (Elsie's Lacteal Transmitter) and misled us for ten hours. We were utterly fooled but will not be cowed by this experience and will, in the future, exhibit a bullish stubbornness in executing a search.

### RIDDLE

Question: Why does a cow wear a bell?  
Answer: Because her horns do not work.