



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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04 March, 2008

SCHEDULE OF COMING EVENTS

March

08 SAT Rocket Building 0900-Noon
16 SUN NEAM Parking Detail
11 TUE BDU-Commander's Call
18 TUE Blues/USCGA Lecture
25 TUE BDU
30 SUN NEAM Parking Detail

Long Term Planning

12 APR-SAT-SAREX
19 APR-CSRRA High Power Rifle Clinic
26 APR-SAT Wing Convention
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 04 MARCH, 2008

C/MSgt Molinari opened the meeting with a formation.

The Squadron was separated into two sections. Cadets who had completed OpSec worked on rocket building, took tests, or studied for promotion.

A second section consisting of Cadets Montgomery, Biekert, Plourde, Holt, Wallace, and Andrew Molinari were driven to Grasso Regional Technical School. Mr. Shawn Carpenter, one of our cadre of CAP rifle coaches, is a Computer Science Instructor and graciously allowed us to use the computers to complete the requirements for OpSec.

Cadet A. Molinari was awarded a Sharpshooter Medal for achieving Level 4 of the National Rifle Association Smallbore Rifle Qualification Course. Cadet Timothy Plourde was awarded the Expert Medal for achieving Level 14. These two riflemen join Cadet Kevin Roe, holder of the Distinguished Expert Medal, the highest honor in the program, as the nucleus of our Squadron Rifle Team.

USCGA LECTURE

A lecture at the USCGA is scheduled for 18 March, a meeting night. Dr. Seth Shostak of the SETI Institute will consider the question "When will we discover extraterrestrials?" Cadets who wish to attend should notify Captain Rocketto.

AFA GRANT/NASM FIELD TRIP

The field trip to the Washington area will not be held in April due to the complexity of making arrangements in the time remaining. A discussion of a suitable date will be conducted on Parents Night, 30 April.

OFFICERS DINNER

A party consisting of sixteen Squadron officers and wives convened at the S&P Oyster House in Mystic for a social evening. Captain Paul Noniewicz is to be commended for making the arrangements and Maj Keith Neilson for getting the idea in the first place. Roses to him!



North American B-25 Mitchell

ROCKET DAY SATURDAY

A half-day dedicated to rocket construction will be held on Saturday, 08 March starting at 0900. Supplies have been purchased. Interested Cadets should notify Captain Rocketto.

GROUND OBSERVER CORPS REDUX

Last week's mystery aircraft was the controversial Martin B-26 Marauder. It was one of four of the twin-engined light and medium bombers and attack aircraft which were employed in World War II. Peyton Magruder designed the Marauder for high speed. Its aerodynamically sleek fuselage led to its early nickname, the "flying torpedo." However, the short wings and outboard placement of its engines gave it unfavorable landing and single-engine performance and the result was an unusually high number of accidents in training which resulted in a number of new and uncomplimentary nicknames, a Congressional investigation led by none other than Senator Harry S. Truman and design modifications. This early record of the Marauder is mitigated by the fact that in combat, she had the lowest loss rates of any United States bomber. Most of the Marauders were used in the European and Mediterranean theaters, having been replaced in the Pacific by its longer ranged sister, the North American B-25 Mitchell.



CAF Martin B-26 Marauder

The Mitchell is better known, mainly due to its use in the famous Doolittle Raid. North American, led by James H. Kindelberger, better known as "Dutch," produced the prototype, designated NA-40, as a private venture. Improvements followed and the USAAF initiated purchases. With propeller arcs in line with the cockpit, the B-25 had the reputation for deafening its pilots. The New England Air Museum possesses a model of this aircraft which was equipped with a 75 mm cannon, the largest bore cannon mounted in a service U.S. aircraft in WWII. Unfortunately, the cannon was not only slow to load but caused a deterioration in aircraft performance and the idea was abandoned. On July 6th, 1945, a B-25 bound for Mitchell Field on Long Island crashed into the 79th floor of the Empire State Building resulting in 20 casualties. Today, the B-25 is flying in greater numbers than any of the other aircraft in this article. The late Paul Mantz outfitted one as a state-of-the-art camera aircraft and occasionally, the Collings Foundation B-25 will visit GON.

During the war, specialized aircraft known as attack planes were used. The Douglas Aircraft Company, led by legendary designer Ed Heinemann, produced the DB-7 as a private venture. They gained orders from the hard pressed French and British. Upon the collapse of France, the RAF took over the *Armee de L'Air* order and employed them under the name "Boston." The United States ordered the aircraft and designated it the A-20 Havoc. Crew arrangements were unusual for a U.S. aircraft. Utilizing a narrow fuselage, the Havoc had a single pilot, a bombardier, and gunner who were isolated from each other and could not exchange positions. The Havoc showed up in every theater

of World War II. Its most unusual variation was as the British inspired radar bearing P-70 night fighter.



Douglas A-20 Havoc displaying dorsal turret.-



Havoc on display. Note the drip pans.

Our last aircraft in the stable is another Ed Heinemann design, the Douglas A-26 Invader. The Invader served not only in World War II but in Korea, and Vietnam. A favorite of the CIA and many foreign air forces, during the Cold War, the Invader might be found fighting each other at the Bay of Pigs, in French Indochina, the Belgian Congo, or some other low intensity conflict. She also served as a corporate transport and a fire bomber. Designed as the Havoc replacement, the aircraft was renumbered as the B-26 upon the retirement of the Marauder, causing much confusion amongst those uninitiated in the arcana of aircraft designation systems. In its final military form, On Mark Engineering of Tucson produced a counter insurgency version of the Invader, the B-26K. which was then re-designated by the USAF as the A-26A! The armed version carried up to 14 .50 caliber machine guns, eight in the nose and three in each wing and had eight hard-points for the attachment of bombs and rockets. Almost completely re manufactured, re-engined, and equipped with auxiliary tip tanks, the Invader ended its long career with the USAF in Special Operations, almost three decades after its first flight.



Douglas A-26C at Dyess Air Force Base



FAP B-26C on the ramp at SPQU



Mystery Aircraft

Quiz of the Week

1. Identify the “mystery aircraft.”
2. Why was the B-25 and an airfield on Long Island given the name “Mitchell?”
3. In what state is Dyess AFB?
4. To what does “RAF” refer?
5. Where is the airport designated SPQU?
6. What is the primary difference between a dorsal turret and a ventral turret?
7. One Invader mission in Vietnam was call-signed “Nimrod.” What is the meaning of the term? Hint: *Genesis*, 10:9.
8. What does the “S” in Truman's name stand for?
9. What does SETI stand for?
10. In what country is the “Bay of Pigs?”

Disappointed am I! Not one Cadet, the last contest entered. Another chance have you. Anger Yoda not and may “The Force” be with you. Identify the new mystery aircraft and answer the questions. Respond by email. Participants will get credit for the Cadet-of-the-

Cycle. The winner will be allowed to dig into the fabled “prize-chest” and select an object of his or her choice.

WING CONFERENCE SPEECH CONTEST

Maj John A. Lesick, Jr., Director of Cadet Programs released the details of the Speech contest at the March Squadron Commander's Call.

Speeches are to be ten minutes long and chosen from the following list:

1. the new 787 luxury airliner.
2. shooting down of Russian spy satellite.
3. the Atlantis modification for Hubble missions.
4. USAF selection of European design over Boeing for KC-45.
5. B-2 stealth bomber crash on Guam.
6. flight-line safety.
7. Col. Mary Feik (brief history)

If a Cadet has any would prefer another subject, he should contact Maj Lesick.

There will also be a 3 min impromptu speech. The subject of which will be given to the competitor the morning of the conference.

Cadets interested in participating should contact Capt Rocketto via email ASAP.

CSRRA HIGH POWER RIFLE CLINIC

The Connecticut State Rifle and Revolver Association will sponsor a high power rifle clinic for juniors and Cadets are invited. There is no fee and equipment and ammunition will be supplied. Firearms safety, fundamentals of marksmanship, and the summer program of the CSRRA will be discussed. Participants will fire the AR-15 rifle slow-fire prone at 200 yards. Members of the nationally ranked Connecticut Junior High Power Team will demonstrate rapid fire sitting.

The clinic will be held at the Bell City Rifle Club in Southington, CT. The date is Saturday, 19 April and the time is 0830. Participants must bring a parent or guardian. If you are interested contact one of the following gentlemen:

Mr. James Castonguay at (860) 738-2954
james.castonguay@snet.net

Coach Brad Palmer at (860) 649-4446
palmerpatch@aol.com



Cadet Roe receives advice from USMC coach at the National Championships



Cadet Roe firing slow fire at 600 yards

NEW ENGLAND AIR MUSEUM

The New England Air Museum needs Cadet assistance on 16 March and 30 March. If a sufficient group of Cadets wishes to help, we will provide transportation. Please email Capt Rocketto at srocketto@aquilasys.com if you are interested in either day.

The first event is an Open Cockpit Day. The second event involves space exploration and a member of the NASA Astronaut Corps will be speaking.

The Museum expects overflow crowds. Cadets will work on parking details, assist visitors, and stand watch.