



Mission for America

*Semper vigilans!*  
*Semper volans!*

# The Coastwatcher

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

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

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## SCHEDULE OF COMING EVENTS

### March

21 MAR-SAR Aircrew & Ground Team Training  
24 MAR-BDUs-Emergency Services (ES)  
26 MAR-Ledyard School Tour  
28 MAR-**DEADLINE for DC Trip Signup**  
31MAR-Blues-ES and **Herbert Lecture**

### FOR FUTURE PLANNING

11 APR-Rifle Practice-Quaker Hill R&G Club  
12-18 APR-RIWG Encampment  
13-17 APR-Washington, DC Trip  
18 APR-CSRRA High Power Rifle Clinic  
19 APR-Rifle Practice-Quaker Hill R&G Club  
01MAY-**DEADLINE for Westover ARB Signup**  
2-3 MAY-Danielson Bivouac  
2 MAY-Rifle Practice-Quaker Hill R&G Club  
3 MAY-Rifle Practice-Quaker Hill R&G Club  
09 MAY-Wing Rifle Competition  
16 MAY-Westover Trip  
20 JUN-Rocketry Contest

27-28 JUN-RING Air Show-Quonset, RI  
4-11 JUL-CTWG Cadet Encampment  
10-18 JUL-NER Staff College  
16-17 OCT-CTWG Conference and Cadet Ball

## CADET MEETING MINUTES 17 MAR, 2009

C/2Lt Jonathan Scannell called the Squadron to order and conducted the opening ceremonies.

Maj deAndrade conducted a class on *Aerospace Dimensions*, Module 2, Aircraft Systems and Airports. Subjects covered were engine parts and operation, fuel and electrical systems, aircraft instruments, flight profiles pattern nomenclature, airport signs, and runway markings and lighting. A bicycle wheel gyroscope was used to demonstrate Newton's First Law of Dynamics and its application to attitude indicators, gyroscopic compasses, and turn coordinators.

Lt Jalbert brought in the satellite pass data so The Squadron went outdoors to view the passage of the Space Shuttle and the International Space Station as part of the current events/history presentation.

March 17, 1924 marked an important event in aerospace history. On that date, four Army Air Service Douglas World Cruisers, modified DT torpedo planes departed Culver Field, Santa Monica, California for Seattle, the staging point for the start of an attempt to fly around the world. The flight was successful and two aircraft returned to the United States after 175 days.

Capt Rocketto reminded the Cadets that the last day to sign up for the Washington Field Trip will be 27 March. Contact Capt Rocketto at [srocketto@aquilasys.com](mailto:srocketto@aquilasys.com).

Col Doucette reminded the Cadets that the last day to sign up for the Westover ARB Field Trip will be 01 May. Contact Col Doucette at [rdoucette@sbcglobal.com](mailto:rdoucette@sbcglobal.com).

## **WEEKEND SAREX PRACTICE**

Thames River Composite Squadron is conducting a SAREX practice on the coming weekend. Lt Farley has announced that there will be at least four aircraft sorties working with two ground teams. Members from four different squadrons will be participating.

## **CADET EAST TO ATTEND NATIONAL FLIGHT ACADEMY**



Cadet Shawn East will attend the National Flight Academy in Maine in June.

## **LEDYARD SCHOOL TOUR**

Volunteers are needed to assist in conducting Ledyard Aerospace Adventurer Club students during the 26 March visit to the airport. We need at least three Cadets from 1500 to 1730. Contact Capt Rocketto.

## **DC TRIP**

The field trip to the Washington, DC area will be conducted from 13 to 17 April which is the week of Connecticut schools spring vacation. We will be housed at Bolling Air Force Base and will visit local area museums and historical sites. The Squadron will underwrite part of the cost of the trip for any Cadet. The cost for Thames River Composite Squadron Cadets is \$100 per participant for the five days and this will cover, room, board, and transportation.

Senior members may also participate.

Currently, we plan to stop at the the National Security Agency Museum on the way down.

During the next three days, trips may be conducted to both sections of the National Air and Space Museum, the USMC Museum at Quantico, the National Rifle Association Museum, the Patuxent River Naval Air Museum, and the Washington Mall. On the return trip, we may stop at either the Army Ordnance Museum in Aberdeen, Maryland or the Air Mobility Command Museum at Dover Air Force Base.

## **FANATICAL AIRMAN RUNS AMOK ON TROPICAL PARADISE**

The second seminar in the Thames River Composite Squadron's Aerospace Education Program will be offered on 31 March.

Colonel Fred Herbert, Regional Historian for the Civil Air Patrol, will describe a fascinating and little known event that occurred immediately after the Japanese attack on Pearl Harbor.

Senior members and parents are invited. The lecture starts at 1900.

## **ECI-013 COURSE CAP SENIOR OFFICER TRAINING**

The Squadron is offering a tutorial for all Officers who need to pass the ECI-013 Course. This course is mandated for promotion to Captain. The course will be offered on several convenient evenings. Contact Capt Rocketto if you are interested.

## **WESTOVER AIR RESERVE BASE TRIP**

We plan to visit key facilities of the airlift wing at Westover Air Reserve Base. The date of the trip is 16 May.

Officers and Cadets are reminded that 01 May is the cut-off date for signing up. Anyone who wishes to attend must also supply their CAP ID or, if over 18 years old, the number on their driver's license. Send this information to Col Doucette at: [rdoucette@sbcglobal.net](mailto:rdoucette@sbcglobal.net).

## THE GOLDEN AGE OF FLIGHT III

The Boeing P- 12  
by  
Cadet Shawn East

First flown in 1929, the Boeing P-12 is considered by many to be the last in a line of great biplane fighters. The plane was funded and produced by Boeing with the hope that the Army and Navy would purchase the plane as a replacement for the obsolescent F2B and F3B fighters. Boeing was rewarded when the Army placed an order for 365 P-12s in April of 1929. The first P-12s were delivered to the US Army Air Corps in February of 1930 and first flown on May 30th.

The P-12 was built from a mixture of wood, fabric and metal. The plane's fuselage used bolted aluminum members instead of the usual welded steel. Aluminum meant less weight and the fact that it was all bolted together meant that it could be repaired easily by replacing whole sections of the aircraft. This was a first step in the line to build an all metal plane that would eventually lead to the Boeing P-26.

A variant of the P-12 that was produced for the Navy had an arresting hook which enabled it to land on aircraft carriers. The naval variant of the P-12 was called the F4B-1. By the end of Production 46 F4B-1s had been produced for the Navy.

In 1932, The Army placed an order for 234 P-12s, the largest Army Air Corps order of a single type of planes since World War One. By the end of production, over 500 P-12s and F4B-1s were produced for the United States military.

The plane was 24 feet long with a wingspan of 30 feet. Powered by a single Pratt and Whitney R-1340 engine, the aircraft was capable of producing a top speed of 178 miles per hour.

Over time, modifications were introduced which included a metal fuselage and a cowled engine. The final version was outfitted with a P&W engine producing 600 horsepower. Armament generally consisted of a pair of .30 caliber machine guns or one .50 and one .30 caliber gun.

They served with the US for a decade, the last retired from use in 1938. One hundred P-12s were sent to China in 1932 where they served as spotter aircraft in WW2. Fourteen were shipped to Brazil.

The Museum of Flight in Seattle has a Model 100, a rare civilian variant of the F4B.

The following imagery shows a P-12E and two F4B-4s. Note they all have NACA cowlings to lessen drag and the "Panama headrest."

