



Missions for America

Semper vigilans!
Semper volans!

The Coastwatcher

Newsletter of the Thames River Composite
Squadron
GON

Connecticut Wing
Civil Air Patrol

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

S. Rocketto, Editor
srocketto@aquilasys.com

Vol. III No. 32
2009

17 September,

SCHEDULE OF COMING EVENTS

SEPTEMBER

22 SEP-BDU
29 SEP-TBA

FOR FUTURE PLANNING

03 OCT-Squadron Work Party
24 OCT-CTWG Conference and Cadet Ball

CADET MEETING MINUTES 15 September, 2009

C/2Lt Scannell led the Cadets in the Pledge of Allegiance and the Cadet Oath.

Majs Bourque and Rocketto then conducted the Cadets to the General Aviation Ramp where Maj Rocketto briefed them on the Collings Foundation's sleek Boeing B-17G and her dowdy sister, a Consolidated B-24J which were visiting GON

The Foundation, out of Stow, Massachusetts, maintains a number of historic warplanes in flying condition and travels around the country in order to present a "living history" to our citizenry.

The B-17 Flying Fortress and the B-24 Liberator were the backbone of the US heavy bomber fleet throughout most of World War II. Although the glamorous '17 garnered most of the glory, the "Lib" was built in greater numbers, carried a greater bomb load, and had a greater range although more difficult to fly and more susceptible to battle damage.



TRCS Members Stand in Front of the B-24, Witchcraft. The B-17 Nine-O-Nine is Visible in the Background.

Maj Rocketto pointed out the various crew positions and explained the extreme environmental difficulties which the bomber crews faced in their unheated and unpressurized aircraft. Unique design features of each aircraft were also pointed out and discussed.

Cadets then retired to the trailer and Maj Bourque and Maj Rocketto conducted a session in setting up a controlled experiment. Paper helicopters were constructed and the various factors which might influence time of flight were considered. Tests were conducted and flight times recorded. Then, each Cadet was challenged to successively change one of the variables such as wing length or chord and determine how the reductions of dimensions of those features affected time of flight. The experiment may be continued in a future meeting with an attempt to graph the data accumulated in the tests.



Cadets Launch Paper Helicopters During Aerospace Lesson.

COMMANDER'S CALL
15 September, 2009

Col Kinch called the meeting to order and reviewed the new WIMRS procedures for pilots.

October 3rd was set as a day to perform essential maintenance on our facilities. Details will be forthcoming.

The upcoming visit by the Wing Inspector General was discussed and those Officers whose SUIs are outstanding were instructed to submit them to Lt Col Wisheart posthaste.

Capt Paul Noniewicz has been appointed Acting Operations Officer. SM Charles Dickenson has been appointed Assistant Safety Officer. SM Scott Owens has been appointed Assistant Communications Officer.

NEW SCANNERS

Senior Members Scott Owens and Charlie Dickenson have qualified for the Scanner aircrew rating.

CITRUS FRUIT FUND RAISER AND SQUADRON FINANCES

The Squadron is largely responsible for paying its

own housekeeping expenses. For example,

Officers pay \$50 per year dues. This brings in about \$1000 which is about equal to our electric bill. In addition, we carry a mortgage on our newly acquired trailers, pay telephone and computer communications fees, maintain the van, cover Cadet expenses, and pay for materials necessary for plant maintenance.

Our major source of income is the annual Citrus Fruit Fund Raiser. Major Rocketto has secured the necessary information and paperwork and urges all members to attend a meeting within the next two weeks to pick up the necessary forms and receive information on how to maximize sales.

WINGS OVER WESTERLY

After a rain postponement, which cut our participation in half and cancelled the appearance of one of our G1000 equipped Cessna 180s, the annual Wings Over Westerly Airshow opened last Sunday in steadily improving weather. Some Cadets worked the parking detail while others stood by our display of model rockets and search and rescue gear.



Air Show Team and Grumman TBM-3 Avenger

Aircraft highlights of the show were the flight demonstrations by a North American T-6 Texan

an advanced trainer and a Grumman Avenger. The Avenger, a torpedo bomber, was the largest aircraft to fly from Navy carriers in World War II. President George W.H. Bush flew this aircraft as

a young ensign, was shot down, and rescued by a U.S. submarine.

We planted our practice ELT beacon on the flight line and allowed a number of air show visitors to attempt to use the L-Per direction finder to try to identify the aircraft by which the beacon had been planted. Recruiting material was passed out and many questions were answered about the missions which CAP carries out for national, state, and local communities.

Cadet Barbaran was commended for the immediate aid which he rendered to an elderly lady who fell ill. He assisted her in moving to a safe location, placed her in a rest position, and had C/Lt Scannell summon an ambulance.

YEAGER AWARD



Senior Member Charles Dickenson has earned the Yeager Award Ribbon. The Yeager Award in the Aerospace Education Award for Senior Members and requires the mastering of material on aviation history, aeronautics, meteorology, navigation, rocketry, and astronomy and passing a 100 question multiple question test.

GROUND OBSERVER CORPS REDUX

This periodic feature is devoted to a display of aircraft, both common and unusual, which might be of interest to the readership.

The Ground Observer Corps were adjuncts of both the RAF Fighter Command in World War II and the USAF during the Cold War. Volunteers, just like CAP, manned observation posts and reported aircraft observed to Filter Centers where they were plotted and a determination would be made as to whether they were friendly or hostile

and what actions might be taken. Here are a set of interesting aircraft with historical importance.



A Piper J-3 Bearing CAP Insignia On Display at the National Museum of the USAF.



Years Ago, in the Desert of Arizona, Sit a Boeing B-17 and a Boeing 337. The "Fort" has been Converted to a Fire-Bomber. The 337 was the First Pressurized Airliner and Used the Wings, Tail, and Engine of the "Fort" attached to a Larger Circular Fuselage. The 337 is now on Display at the Udvar-Hazy Annex of the NASM, Dulles International Airport.



The Immortal "Stringbag," a Fairey Swordfish Sits Nest to Its Torpedo at the Imperial War Museum, Duxford. The Aircraft Carried Out the Successful Attack on the Italian Fleet in Taranto Harbor, carefully Reported by Japanese Naval Attaches and a Model for the Attack on Pearl Harbor. She was also Instrumental in Crippling the Battleship Bismarck which was then Finished Off by Surface Vessels.