



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>

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SCHEDULE OF COMING EVENTS

March

09 MAR-Blues-Seniors: Commander's Call
Cadets: Character Dev/Leadership
16 MAR-BDU-Cadets: A/S ED-MOD 6
20 MAR-Pilot's Meeting-TBA
20 MAR-PT-USCGA Academy/TRCS SAREX
20-21 MAR-Unit Commander's Course-Stratford
23 MAR-Cadets: A/S ED-MOD 6
27 MAR-TRCS SAREX
30 MAR-TBA

For Future Planning

09 APR-Fisher's Island School Visit
24-25 APR-SLS Course-Stratford
15-16 MAY-TLC Course
07-09 MAY-Great Starts Bivouac-Camp Rell
22 MAY-TRCS Open House
18-26 JUN-NESA-Camp Atterbury, Indiana
24-25 JUL-NER SAREX Competition-Westover
21 JUL-7 AUG-CTWG Summer Encampment
22-24 OCT-CTWG Conference

CADET MEETING MINUES

02 March, 2010

Report courtesy of Cadet Barberan

The Cadet activity of the night was team building. Rank had no privileges and blindfolded Cadets used straws and tape to build protective enclosures around eggs while coached by other Cadets.

Cadets took tests, as required.

Brownies were provided by Mrs. Bourque

SENIOR TRAINING

02 March, 2010

Report Courtesy of Lts Farley and Miller

Cols Kinch and Bridgewater and Lt Jalbert reviewed the functions of the TRCS Administrative Section, specifically the setup and maintenance of files and the maintenance of CAP regulations and forms.

Seniors worked on a variety of activities: updating qualifications, Orientation Flight planning, SAREX planning, and chart gridding

TRCS AVCRAD TOUR

27 February, 2010

Easily mistaken for warehouses, the cluster of nondescript pale green buildings on the southwest side of Groton-New London Airport house the workspaces of the 1109th Aviation Classification and Repair Depot, an aviation outfit that traces its lineage back to the Revolutionary War's Norwich Light Infantry! But today, the 1109th AVCRAD supports Army National Guard aviation units in 13 states, as far south as Virginia and as far west as Ohio. One of only four such units in the United States, the 1109th provides maintenance support ranging from airframes and avionics to power plants and painting.

Although the 1109th has permanent quarters at Groton, during the last score of years, members have been repeatedly deployed to southwest Asia, some serving multiple tours. The flag of the 1109th carries battle streamers from the Revolutionary War, Civil War, Spanish-American War, both World Wars, and the Korean Police Action. More recently, Kuwait, Saudi Arabia, Iraq, and Afghanistan have all served as temporary homes to these Connecticut Guardsmen and Guards-women.

On Saturday, the 27th of February, nine Cadets and three Senior Members of Thames River Composite Squadron were treated to a two hour tour of the hangar, shops and laboratories which are the heart of the 1109th. The tour was set up through the good offices of 2LT Richard LaGrega, who will depart in the coming week for pilot training at Fort Rucker, Alabama. Lt La Grega presented an orientation briefing on the mission of the AVCRAD and then turned us over to Sgt Rivera who conducted us through the facilities.

We started in the Hydraulics Section where, according to Sgt Hopkins, they always work under pressure! He discussed the plethora of hoses and connectors needed to keep the Army's helicopter fleet in operation and showed us the new digital testing apparatus which have been custom built for the AVCRADs.

From hydraulics, we visited areas in which rotor blades, electrical systems, avionics, and power plants are inspected and repaired .



Sgt Rivera shows a section of tail rotor assembly to Cadets Barberan and Flynn and explains the many non-destructive testing methods used to guarantee the integrity of the part.

The engine section has a special reinforced indoor area in which engines may be run beyond maximum allowed power and have their performance characteristics recorded in minute but important detail.



Power-plant specialists explain the intricacies of the GE T700 turbine engine,



Sgt Butcher explains the engine test control panel to the Cadets.

The machine shop will not only perform ordinary tasks but they will produce custom tooling, such as assembly jigs, when technicians require special tools for special jobs.

At each stage, technicians took time to explain what they did and answered our questions. It is apparent that the men who maintain the Army aircraft consider nothing less than 100% as acceptable. Ball players can bat 30% and earn millions of dollars, students can get 60% and pass, but at 5,000 ft, if a component fails, gravity rules and gravity accepts no excuse or special pleading. So the men of the 1109th accept 100% as the norm.

We are grateful to not only Lt LaGrega, Sgts Rivera and Porter, previously mentioned, but also to Sgts Butcher, Strand, Byrnes, Houlberg, Marshall, Figueroa, and Kelleher who shared their experiences with us and allowed us to better understand the importance of a little known force of specialists who provide the support for the glamorous aircrews.



Cadet Hall thinks the Blackhawk panel is better than an arcade game.



Cadet Orlando eyeballs the circuit breaker panels of the Blackhawk.

Attending Cadets were Abi and Lexie Wojtuck, Abbiati, Flynn, Barberan, Orlando, Herzog, Hall, and Schultz. Senior members were Lt Miller, SM Wojtuck, and Maj Rocketto.

UPCOMING PROFESSIONAL DEVELOPMENT COURSES

Unit Commanders Course (UCC)

Details: The Unit Commanders Course standardizes the training of squadron and group commanders throughout CAP. These commanders are the people responsible for administering programs and managing the volunteer members in the field.

UCC discusses the traits and skills new unit commanders will need to develop to effectively manage their units. Topics include recruiting and retention, command responsibility and accountability, safety, how to work with families, management, leadership, communication, and elements of successful units and leaders.

Requirements: Open to any members who have passed Level 1 and have a Technical Rating in a Specialty Track and have completed an SLS. CAP Senior Officer Course is preferred but not required.

Location: Stratford Eagles Squadron, Stratford, Ct.

Date: 20-21 March 2010

Contact: Lt Ted Stepanoff

Theodore.stepanoff@gmail.com

203-275-9429

Squadron Leadership Course (SLS)

Details: Squadron Leadership School (SLS) provides CAP's adult members with a basic understanding of CAP operations at the squadron level and how those operations affect CAP's national missions. Additionally, members learn more about CAP customs, core values, and communications. Case studies, discussion, and group assignments are integral facets of the SLS.

Requirements: Open to any members who have passed Level 1 and enrolled in a Specialty Track.

Location: Stratford Eagles Squadron, Stratford, Ct.

Date: 24-25 April 2010

Contact: Lt Ted Stepanoff

Theodore.stepanoff@gmail.com

203-275-9429

Training Leaders of Cadets (TLC)

Details: Training Leaders of Cadets is the premiere venue for Cadet Programs Officers to

learn how to become better mentors of cadets and more effective managers of cadet squadrons. The 2-day course is a component of the Cadet Programs Officer Specialty Track in the Senior Member Professional Development Program.

Requirements: Open to any members who have passed Level 1.

Location: TBD

Date: 15-16 May 2010

Contact: Lt Ted Stepanoff

Theodore.stepanoff@gmail.com

203-275-9429

All senior members need a Form 17, Application for Senior Member Activities, filled out and brought to the class. No member will be allowed to participate without a Form 17 signed by their squadron commander.

All classes are going to be a maximum of \$20. A check must be brought the first day of class and will be collected during registration the first morning. Checks should be made out to CT Wing CAP. Please do not bring cash.

Each class has a limit of 24 students. Students that are above the limit will be put on a wait list. If there are many more people that want to sign up for a particular course, I will schedule additional courses in the Fall. If you are interested in another CLC class in the Fall please let me know. I have received one request already and am trying to gauge the needs of the members of the wing.

If you are interested in being a Director (organize and run the class) or an Instructor (teach select modules) contact:

Theodore.stepanoff@gmail.com.

HISTORY ARTICLE OF THE MONTH

A Close Call for Lindy by Colonel Frederick G. Herbert

NER Historian and TRCS Member

In early 1925, Charles Lindbergh came very close to being dismissed from the Army Air Service on charges of lying to superior officers. He was to be washed out of the Army advanced flight training

program at Kelly Field Texas. He would not become an Army Pilot and would not receive a commission as a second lieutenant; . He had worked hard to earn these honors.

Prior to joining the Army as a flight cadet he was an engineering student at the University of Wisconsin. At college, he didn't apply himself. He only studied those subjects that interested him. His poor academic performance resulted in his dismissal. However, he wanted to be successful in the army training program and he worked hard to achieve top scores. Lindbergh learned to study in the Army aviation program and was academically more successful there than at any school he had ever attended. While his fellow cadets were asleep at night, Lindbergh was studying in the only after hours lighted room in the barracks, the latrine. When he moved from the preliminary flight training at Brooks Field to the advanced training at Kelly, Lindbergh was second in the class.

Nevertheless, he was now about to be dismissed. There was no question about his ability to successfully manipulate the controls of an airplane. Lindbergh was an accomplished pilot prior to joining the Army. He had received preliminary flight training at a flying school in Nebraska and, more importantly, he had worked

as a barnstorming pilot, taking passengers for \$5.00 a ride at small country towns throughout the western

United States as well as performing aerobatic at air shows. By the time he joined the Army, he had logged more flight hours than any other cadet in his unit and only one flight instructor at Kelly Field had more flight hours logged than Lindbergh.

His army flight instructors recognized his piloting skills but since they thought he had lied, they had to drop him from the program since anyone who would lie is unacceptable as a commissioned officer. Integrity was, and still is, a characteristic which is just as important to a military aviator as the skill needed to fly an airplane.

Lindbergh's problem arose from a navigation training flight. The cadets were to fly solo on a triangular course from Kelly Field eastward for 67 miles to Gonzales, Texas, then southeasterly for 33 miles to Cuero, Texas, then northwesterly for 82 miles back to Kelly Field. They were to land at Gonzales and Cuero where a flight instructor would be positioned to document their time of arrival. Upon returning to Kelly Field, the cadets were to present the document that contained the endorsements of those instructors.

This flight would provide experience in navigating over large areas of undeveloped countryside with few towns, roads or other features that would serve as checkpoints. It was expected that the cadets would wander off course and have to locate themselves by identifying positions on their maps and making appropriate course corrections.

Flights like this were more of a pleasure than a difficulty for Lindbergh. The weather was good and the navigation problem was interesting but uncomplicated. His airplane was modern and well maintained. He looked forward to take-off. In truth, he might have been willing to pay the Army

for the privilege of making such an interesting and enjoyable flight in a modern airplane.

The cadets took off at five minute intervals. Lindbergh was the third one to depart. The first leg of the trip, to Gonzales, presented a challenge because the countryside was mostly uninhabited prairie and lacked landmarks. The only checkpoint that would provide a pilot's location with precision was 57 miles from Kelly Field. The road running from Seguin to Gonzales came within half of a mile of a winding river that twisted as it ran parallel to and south of the road. When the road was identified from the air, it could be followed to Gonzales if the visibility was limited. However, the weather was good and flying direct to Gonzales was easy. Lindbergh was experienced in this type of navigating from his barnstorming days when he flew using the railway maps one could purchase at any drug store. He was the first cadet to land at Gonzalez, checked in with the flight instructor positioned there to verify the landing of the cadets, and then took off for the airport at Cuero.

The second leg of the flight was easier than the first. Initially, for seven miles, the road to Cuero ran in the same direction as the flight path. Following the road for those seven miles would give the magnetic course to follow for the rest of that leg. The road wandered off to the east but then came back to Cuero. It the shortest leg of the flight and the easiest to navigate.

Lindbergh flew direct to Cuero and landed but could not find the flight instructor there to verify his arrival. There was no army airplane or flight instructor on the airport so he took off on the third leg of the trip, returning to Kelly Field.

The return flight from Cuero to Kelly Field was a long stretch over sparsely populated and undeveloped countryside. However, there were some small towns that could be used as checkpoints and would verify Lindbergh's correct



Lindbergh's Flight Path-Kelly to Gonzalez to Cuero to Kelly-1925

magnetic course to Kelly Field. Seven miles from Cuero, just north of the flight path, was the small town of Lindernau and 50 mile farther was another small town, Sutherland Springs, just south of a bend in a river. He flew directly along the flight path and landed at Kelly Field. Lindbergh was pleased with his performance. He had navigated well, taken off third, but was the first cadet to return. However, when he reported in at Kelly field, he was in trouble because he did not have an endorsement from the instructor at Cuero.

The instructors at Kelly did not believe he had found Cuero. They thought he had mistakenly landed at some other small airport or he had just gotten lost and wandered around until he found

his way back to Kelly Field. They told Lindbergh that he would be dismissed from the flight program because he had lied about the details of his flight.

Lindbergh was distraught because he now faced elimination from the program. All of his hard effort to excel during Army flight training was now in jeopardy. He had a 93.36 average at Brooks Field and was second in the class when they went into advanced training at Kelly Field.. He knew he had flown the assignment perfectly and insisted that he had landed at Cuero. However, he was not believed.

Lindbergh began to make a drawing of the Cuero airfield showing the arrangements of the hangers and aircraft tie down facilities to prove that he had been there. Before he completed his sketch, the Kelly Field base operations office received a message from the instructor who was to check the pilots at Cuero. The instructor reported that he had become lost that morning on the way to Cuero and had arrived very late. He had not been at the Cuero Airfield when Lindbergh landed. Vindicated with his honesty no longer in question Lindbergh remained in the program.

Of the 104 cadets that started at Brooks Field, Only 19 cadets successfully completed the advanced training and were commissioned second lieutenants in the Reserve Officer Corps. Lindbergh stood first in the class.

In 1926, he became chief pilot of the Robinson Aircraft Corporation flying airmail from St Louis to Chicago. In 1927, Lindbergh took off from Roosevelt Field, NY, in the "Spirit of St. Louis" flying the first non-stop flight from New York to Paris.

The rest is history.

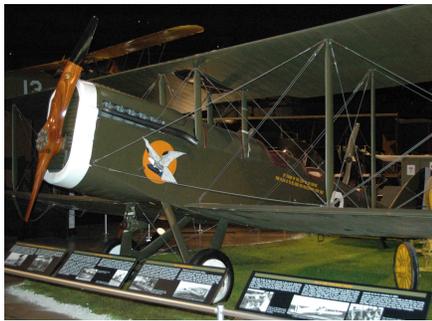
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Lesser Known Aircraft Flown by Lindbergh



Lindbergh soloed in a Curtiss JN-4 "Jenny"

Lindbergh flew the airmail for Robertson in a modified DeHavilland DH-4



The first Lockheed Model 8 Sirius, named Tingmissartog, in which Lindbergh and his wife, Anne toured much of the world in the mid 30's.



The actual Miles M-12 Mohawk, G-AKEW, flown by Lindbergh in Europe and SW Asia between 1936 and 1939



In 1944, Lindbergh went to the Pacific Theatre of Operations where he worked with Air Force Ace Tommy McGuire and Marine Ace Joe Foss to improve the performances of the Lockheed P-38 Lightning and the Vought F4U Corsair. Lindbergh, a civilian, flew about 50 combat missions during that time.

CURRENT EVENTS AND HISTORY MILEPOSTS

1. Sikorsky continues to test its unique X-2 coaxial rotor helicopter with advancing blades technology. The aircraft is being tested at the Schweizer Aircraft plant in Horseheads, NY. The X-2, equipped with an auxiliary pusher propeller is expected to reach record helicopter cruise speeds of 250 mph.
2. On 10 March, 1948, Herbert Hoover, NACA test pilot, became the first civilian to exceed the speed of sound, flying the Bell X-1.
3. On 15 March, 1916, the 1st Aero Squadron, under Capt. Benjamin Fulois, joins General Pershing's Punitive Expedition in Mexico in pursuit of Pancho Villa.

