



Missions for America

Semper vigilans!
Semper volans!

CADET MEETING MINUTES

06 April, 2010

The meeting was devoted to PT and testing.

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

April

10 APR Work Party 0900-Noon
12-16 APR DC Trip #1
13 APR Blues-Cadets-Ch. Dev/Leadership
Seniors-Commander's Call
19-23 APR DC Trip #2
20 APR BDUs-Cadets-Rocketry/Testing
Seniors-Emergency Services Train.
24-25 APR SLS Course-Stratford
27 APR BDUs-Cadets-Color Gd/Team Build
Seniors-Duty Briefing-Personnel

For Future Planning

07-09 MAY Great Starts Bivouac-Camp Rell
15-16 MAY TLC Course-TBD
18-26 JUN NESAs Camp Atterbury, Indiana
24-25 JUL NER SAREX Competition
31 JUL-7 AUG CTWG Encampment
22-24 OCT CTWG Conference

SENIOR MEETING

06 April, 2010

by

Scott Owens

Maj Neilson briefed the members on Saturday's ELT search. The signal was elusive in that the transmitter was in a garage with an open door. The signal would be acquired or lost depending on the relative position of the aircraft to the building.

LtCol Bergey is establishing a "duty crew" for quick employment in case of emergencies. Members are requested to email him with a list of the days and hours in April when they will be available. Contact: Leifbergey@aol.com

Lt Looney is leading a team which will strip the damaged tiles from the ceiling of the Cadet trailer. Work will commence at 0900 and run to noon on this coming Saturday, the 10th. Bring gloves and safety glasses if you have them. He needs six volunteers.

AVIATION CURRENT EVENTS AND HISTORY MILEPOSTS

Current Events

A *Soyuz* space craft docked at the International Space Station (ISS) this week. Two Russians and one American are joining the three crew already in orbit

NASA launched *Discovery* on a flight to the ISS. The main antenna of the vehicle failed and this complicates transmissions, especially the inspection photos of the Orbiter's thermal tiles. However, a contingency plan to use the ISS antenna is in place.

The Orbiter is carrying a cargo of spare parts and science experiments for installation on the ISS. A newly designed modular "standardized micro-laboratory" will be used for the first time. This light weigh units can be easily installed, stored, and removed which will allow more flexibility for scientific programs. Three extra vehicular activities are planned during *Discovery's* sojourn at the ISS.

The USAF announced that the X-37B Orbital Test Vehicle (OST) is scheduled for a 19 April launch. The OTS is a small, unmanned, reusable craft which will be boosted aloft by an Atlas V launch vehicle.

The OTS has been under development for a number of years and its ultimate purpose and utilization is up for speculation.

History Milestones

12 April, 1961-For the time, a human being orbited the earth when a *Vostok 1* vehicle carried Major Yuri Gagarin into low earth orbit

13 April, 1960-The US Navy uses a Thor-Able-Star booster to launch Transit 1-B, the first navigation satellite. The system used Doppler shift technology to provide navigational data to ships and aircraft

14 April, 1960-The US Navy successfully launches a Polaris missile from a submerged tube of San Clemente Island in a test of the proposed submarine launched fleet ballistic missile system.

DEMHS FLOOD SURVEY FLIGHTS

The Squadron flew two survey flights for the CT Department of Emergency Management and Homeland Security during the last week.

The first mission flew on Thursday, 01 April. Mission Pilot was Maj deAndrade, Col Kinch was Mission Commander, and Maj Rocketto was photographer.

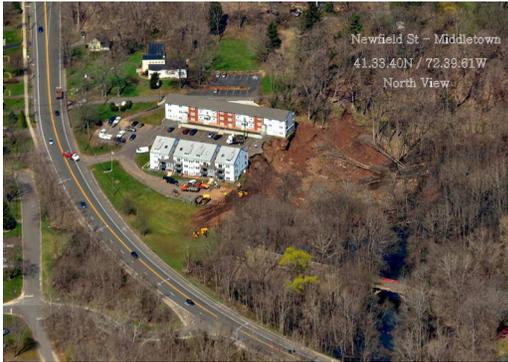
The crew obtained photographs of the Rte 184 bridge collapse, a series of dams on the Quinebaug and Shetucket River and the flood plain south of Hartford. Observations were made over Stonington, Jewett City, the Connecticut River south of Hartford, Long Island shoreline to the Thames, and Norwich.



Rte 184 Bridge Failure near Old Mystic

A second crew consisting of Maj Neilson and Lts Farley and Owens flew on Friday, 02 April.

Their targets included Route 1 and the Seldon Bridges, Pawcatuck, Main Street, North Stonington. sections of Route 201 in Griswold, the Norwich sewage treatment plant, the Mansfield Hollow Dam, Portland Marina, the Newfield St Middletown landslide, Harbor Park, Middletown, and the Oxoboxo Lake Dam.



Landslide in Middletown

Upon landing, imagery was sent to the customer via email. A satisfactory report on our efforts was received from the customer.

ELT FOUND
03 April, 2010

An active ELT was reported somewhere in the Branford area. Thames River dispatched one aircraft, Capt. Noniewicz, Mission Pilot, Maj Neilson, Mission Commander, and Observer, Lt Miller. The signal was acquired and, after multiple passes, the site was refined to a construction company facility and an adjacent storage area in North Branford. The ELT was found in a metal shed in a dump and silenced by the ground team.

FAVORITE FLYING MOVIES

The Squadron showing of *Flyboys* was postponed by the floods so we are postponing the printing of the list of favorite flying movies. So far, we have had three entries led by a new recruit, Steven VanDevander.

Please take a few minutes to nominate a favorite film and make a few comments on why it impresses you.

Send nominations to srocketto@aquilasys.com.

**WHAT IS UNUSUAL ABOUT THIS
AERONAUTICAL ODDITY?**

In the last edition, readers were asked to state the unusual fact about this aeronautical oddity. The



photo depicts two Long Island airports side by side. The turf runway on the left is Lufker Airport (49N). The hard surfaced runway on the right is Spadaro Airport (1N2). The oddity is not that they are side by side, essentially parallel runways, but that they are connected by a taxiway.

This feature was shared by the former Navy Air Station Anacosti and US Army Air Force Bolling Field, located on the east bank of the Potomac River, just across from Reagan-Washington National Airport. The current name for the integrated facility is Joint Base Anacostia-Bolling-Naval Research Laboratory, DC.

During World War I, Billy Mitchell assigned William C. Ocker, an Air Corps pioneer in the development of instrument flight, to locate a suitable site for a base. Swamp land south of Washington was selected and filled and the two bases were constructed near the end of the war.



An aerial photo taken in the mid 1940's shows Bolling Field at the bottom (south) and NAS Anacostia at the top (north). Note the taxiway connecting the two air fields.

Paradoxically, a 1926 US Coast and Geodetic Survey map shows Bolling to the north of the Naval Air Station!

During their active period, both Bolling and Anacostia were hotbeds of aviation activity, accommodating experimental work, active and reserve squadrons, VIP flights, and fundamental research.

The introduction of jet aircraft and their need for longer runways compromised the usefulness of both fields and the increase in air activity of nearby Washington National Airport sealed their fates. After a half century of operations, an Air Force C-54 made the last flight from Bolling on July 1, 1962,

Today, Bolling has a small helicopter pad and Anacostia houses components of HMX-1, the US Marine Corps helicopter unit charged with supporting *Marine One*, the Presidential helicopter. HMX-1's main base is at Quantico, Virginia where they also conduct operational tests and evaluations of helicopters for the Corps.

The facility also provides housing for DC based military personnel. Other tenants include the Naval Research Laboratory, the Defense Intelligence Agency's Defense Intelligence Analysis Center, the USAF Band and Honor Guard, and of course, the Capitol Wing of the Civil Air Patrol.

FLYING UNDER BRIDGES **PART II**

A second part for this article was not intended but responses from readers indicate that the story merits additional column space.

At least four readers, three pilots and one air crewman slyly and shyly confessed to thumbing their noses at regulations and common sense and cheated death by flying under bridges, three on Naragansett Bay and one in Connecticut. Another pilot admitted to flying under high tension lines out west.

Further research indicates a host of other incidents. From Australia comes a report of Royal Australian Air Force Wirraways, a North American T-6 manufactured by the Commonwealth Aircraft Corporation, involved in formation flights under Sydney Harbour Bridge. Navy aviators out of Quonset enjoyed toll free passage under the Mt. Hope Bridge. Military flyers in the San Francisco area had a wide selection of spans from which to choose, from the Golden Gate in the north to the the Dumbarton Bridge in the south. In fact no bridge seems out of bounds. A USAF pilot flew a B-47 under the Mackinac Bridge and Chuck Yeager flew under Charleston, West Virginia's South Side Bridge. Lindbergh flew under The Bridge of the Gods on the Columbia River, in *The Spirit of St. Louis*, no less.

But the most light hearted incident involves a lighter than air craft, a blimp! According to Adrian Roberts on *Great War Forum*, the incident occurred shortly after Armistice Day, 1918. Anglesey, a Welsh island, was a base for RAF SSZ blimps, about 143 feet long and 47 feet tall from the top of the envelope to the bottom of the keel. According to Roberts, the Senior Naval Officer present, Captain Gordon Campbell, a holder of the Victoria Cross, challenged the Officer Commanding Royal Naval Air Service Station Anglesey, Major Tommy Elmhirst, to fly one of his blimps under the Menai Bridge, a well known suspension bridge designed by Thomas Telford, which connects Anglesey with mainland Wales. Elmhirst accepted the challenge but with the proviso that Campbell accompany him as observer. Elmhirst used a rope to measure the clearance available at low tide and found that he had six feet of clearance with which to play.

SSZ 37
from Roy
Parrett
website.
The ship
that made
the Menai
Bridge
passage was
the SSZ-73



On the day of the flight, Elmhirst had his engineer lower a three foot rope with a sandbag on the end. The bag, dragging along the water, guaranteed three feet of clearance at the top of the blimp's envelope, a portion of the airship not visible to the pilot. In order to maintain control effectiveness, Elmhirst had to maintain an airspeed of at least 40 mph.

Although many pilots who pass under bridges suffer fines, loss of their wings, and civil or criminal charges, our lighter than air aeronauts must have been treated lightly by the authorities and their futures were not adversely effected.

At the conclusion of World War I, Elmhirst joined the newly formed Royal Air Force. During World War II he served successfully as second-in-command of the Desert Air Force in North Africa and and British Air Forces in Northwest Europe. At the end of the war, he was appointed Commander in Chief of the RAF in India. In 1947, India achieved its independence and Prime Minister Nehru asked Elmhirst to become the first commander of the new Indian Air Force. Elmhirst retired as Air Marshal Sir Thomas Walker Elmhirst, C.B., C.B.E., A.F.C. He joined the Ministry of Supply and organized the staff and transportation of equipment for the first British atomic bomb tests and in his last government assignment, assumed the post of Lieutenant Governor and Command in Chief of of the Island of Guernsey.

Elmhirst's challenger, Gordon Campbell late commanded the Battlecruiser HMS Tiger, served as Aide-de-Camp to George V, retired as a Vice Admiral and was elected a Member of Parliament

BREAKING NEWS

The Friendly Aviation Agency is not amused by flight level 0.1 passes under bridges. As part of a government job stimulus plan, legislation has been introduced for funding to hire out-of-work trolls. These trolls, raised to relish the flesh of pilots, will be posted under bridges to discourage aviator incursions and make the water surface safe for yuppie kayakers.