

Missions for America

Semper vigilans!
Semper volans!



The Coastwatcher

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

<http://capct075.web.officelive.com/default.aspx>

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SCHEDULE OF COMING EVENTS

June

- 08 JUN-Cadets-Character Development/Ldrshp.
Seniors-Commander's Call
- 15 JUN-Cadets-Rocketry Program-Testing
-Seniors-Emergency Services Training
- 19 JUN-SAREX-TBD
- 22 JUN-Color Guard-Team Building
- 29 JUN-Squadron Picnic-See article

For Future Planning

- TBA-JUN Joint Danielson-TRCS Activity
- 11 JUL-WAA Pancake Breakfast, 0900-1300
- 18-26 JUN NESA Camp Atterbury, Indiana
- 31 JUL-7 AUG CTWG Encampment
- 21 AUG-Commander's Cup Rocketry (tentative)
- 09 OCT CTWG Olde Rhinebeck Trip (tentative)
- 22-24 OCT CTWG Conference

CADET MEETING MINUTES

01 June, 2010

The Cadet cadre led the Cadet Squadron in the opening ceremonies and basic drill.

The Cadet cadre met and discussed criteria for leadership.

Maj Bourque and Capt Wojtcuk supervised testing.

Capt Bourque led a Character Development Ground School.

CT075 FAMILY PICNIC

The date is Tuesday, June 29 and the time is 6:00 - 9:00 PM

All Senior Members, Cadets, and all our immediate family members are invited. This is a good time for us all to get to know each other better!

To make arrangements for attending:

Email cadet mom Connie Bourque (pronounced "Berk") with CAP PICNIC in the subject line so she recognizes the email as from a CAP person.

kaylalozeke@aol.com

Tell her how many people are coming and what you would like to bring (hamburgers, hot dogs, chicken, burger & dog rolls, munchies, salads, desserts, sodas, paper products). Connie will send out emails periodically with what we have so far and what we still need. In case of rain, we move indoors.

SM Wojtcuk is working on a grill (1/2 oil tank) but just in case it doesn't get done, could some of you bring your grills?

If someone has a volleyball net & ball that they can bring, that would be great too.

SENIOR MEETING

01 June, 2010

LtCol Doucette discussed the weekend LISP patrol and the assembled Officers discussed issues raised by the event.

A work part led by Lt Looney and Capt Noniewicz and supported by LtCol Doucette, Lts Miller and Farley, and Maj Rocketto completed the ceiling installation in the old supply room.

MEMORIAL DAY WEEKEND LISP MISSIONS

The Squadron flew the six initial sorties of the Long Island Sound Patrol over the Memorial Day Weekend. The Patrol is funded by the Connecticut Department of Emergency Management and Homeland Security. While on patrol, the aircraft crew maintain ongoing communications with the Coast Guard Sector Long Island Command Center in New Haven and monitor boat traffic and shoreline infrastructure as determined by the mission operation plan.



Coast Guard Sector Long Island Sound Command Center, New Haven

A trio of lieutenant colonels, Wisheart, Kinch, and Doucette flew the very first mission early on Saturday afternoon. Boating activity was high and a number of distress calls were monitored. The crew spotted and overturned canoe abeam the Northport Stacks which they reported to the Coast Guard. A boat was reported sinking east of

Fishers Island and when they arrived at the scene, the observed two Coast Guard vessels aiding the distressed craft.



On the tarmac at GON, the Colonels debrief the first LISP mission of the year.

Saturday's second flight was crewed by Squadron Commander Noniewicz, LtCol Doucette, and Maj Rocketto. Again, the marine airwaves were busy with traffic but most of the distress calls occurred outside of the patrol area. As they ended the day, a grounded vessel was observed off Race Point, Fishers Island. The vessel had already been reported to the Coast Guard but pictures were taken, and after approval by Wing staff, submitted to local newspapers.



Close up of the grounded vessel and long shot showing its position relative to the approach end of runway 07, Elizabeth Field, Fishers Island and Race Rock Lighthouse.

On Sunday, Capt Noniewicz and Lts Owens and Lintelmann flew the first mission of the day. They discovered a large unidentified white object floating off the mouth of the Connecticut River and noted large crowd at the "Wings Over Sikorsky" Airshow but found nothing else worth noting.



The static display ramp at "Wings Over Sikorsky." Visible from the bottom are a Chinook, C-130, LearLonghorn, G-1, CTNG C-23, Cessna Caravan, Berlin Airlift commemorative C-54, T-28, L-39, B-25, Beech 18, Cessna, Cessna 400, Fairchild PT-23, T-6, and three Corsairs, one of which appears to be a Goodyear "long nose." (ID assistance by Cols Stidsen and Dolan)

Monday, Memorial Day, which we old-timers who were born under a 48 star flag call Decoration Day, brought more good flying weather. The first patrol, Maj Neilson, Capt Manner, and Lt Miller did note a restriction to visibility to the east due to smoke around 2,500 ft.

The second crew, Capt Noniewicz, LtCol Kinch, and Maj Rocketto noted the same smoke which started to dissipate about an hour after take-off. Reports of groundings from New Jersey to Massachusetts were monitored over the marine channels but none was reported in the Long Island Patrol area. As sunset neared, boating traffic became nil. The only "find" was a gas tank cap lying at the approach end of runway 15 at Groton. A radio report was made to the tower after takeoff and the cap was removed.



Sunday's crews exchange information before launching the last mission of the weekend. From left to right: Lt Miller, Maj Neilson, Capt Manner, LtCol Kinch, and Capt Noniewicz.

Lt Farley, Capt Petry, and Maj Rocketto took the second mission of the day. A number of distress calls were heard but all were outside the patrol area. The Coast Guard broadcast that a vessel, type and position unknown, had made a distress call and requested that all mariners and aviators keep watch but nothing was found. At the end of the day, another photographic pass was made on the grounded boat off Race Point.

The TRCS flew six sorties over the three day weekend for a total of over 20 hours of flying.

CAP'S BUSY DAY AT HFD



Noniewicz and Chihocki discuss the mysteries of the sacred text, CAPR 60-1.

On Friday, the 28th, Maj Rocketto and Lt Rinne met at Brainard Field to fly an overland patrol. Cap Noniewicz was already there with LtCol Cihocki planning a CAP Form Five check ride

After returning from their overland mission, Rinne and Rocketto met LtCols Vallilo and Stidsen, preparing to take a C172 to Fitchburg for maintenance, do a check ride, and bring a C182 back. Then LtCols Aronson and Oestricher and Lt Munger arrived after completing an Eyes on the Homeland Skies (ETHOS) mission.

PANCAKE BREAKFAST WESTERLY AIRPORT ASSOCIATION *11 JULY, 2010*

The Westerly Airport Association will sponsor a pancake breakfast at Dooney's Aviation, 63 Tom Harvey Rd, Westerly Airport to benefit their scholarship fund. Cost is \$6/adult and \$4/child under 12.

The *carte du jour* will include blueberry, strawberry, or plain pancakes (with real maple syrup flown in from Vermont!) bacon, sausage, coffee, juice

Tickets are available at Dooney Aviation, from WAA members or at the hangar door! See www.wstaa.net for directions.

GROUND OBSERVER CORPS REDUX



A beautiful Howard DGA-15P, winner of a 1999 award at Oshkosh, has been spotted on the ramp at Groton.

The DGA-15P is a descendent of the famous DGA-6 racing aircraft, *Mr. Mulligan*, which won the Bendix Trophy in 1935. The DGA stands for "Damn Good Airplane" and the "P" means that it is the version powered by the 450 hp Pratt and Whitney Wasp Jr.

Howard Aircraft Corporation was located at Chicago Municipal Airport, now Midway. It was led by Benjamin Odell Howard and Gordon Israel, two aviators, craftsmen, and self-trained aeronautical engineers. The wing was wood and the steel truss fuselage and empennage was fabric covered. The aircraft achieved fame as a luxury travel vehicle due to its speed and its commodious rear seating, so big that the US Navy adopted it as a hospital plane, designated as GH-3 Nightingale, and fitted a stretcher and room for a medical attendant in the rear part of the cabin. (A later USAF hospital aircraft based on the Douglas DC-9, the C-9A, was also named Nightingale.)

Benny Howard, the driving force behind Howard Aircraft Corporation was a noted racing pilot in the 1930s. He lost a leg after *Mr. Mulligan* crashed due to a propeller failure but resumed his career flying mail and as a test pilot for Douglas Aircraft. While at Douglas, Howard worked on

the modification of the DC-3 for Pratt and Whitney engines, and tested the unusual DC-4E, the A-26 Invader, and the DC-6. Another unusual aircraft which he tested was the Budd Conestoga, a stainless steel aircraft contracted for by the Navy. The Budd Corporation had developed a way to weld stainless steel and the plane was created due to a fear of an aluminum shortage during World War II. Budd made its name producing railroad cars and old timers may remember the self-propelled "Budd cars" which traveled the New Haven's shoreline route.



Budd JRB-3 fuselage in open storage at the Pima Air Museum.

AVIATION CURRENT EVENTS

Record Hypersonic Sustained Flight

A new record for sustained hypersonic flight was set by the X-51A Waverider on 26 May. The unmanned vehicle was launched from a Boeing B-52 Stratofortress at the Navy's Point Mugu, California testing range. Built by Boeing and powered by a Pratt & Whitney Rocketdyne scramjet, the vehicle uses the supersonic shock wave generated by its flight to improve the lift to drag ratio.

After falling free from the mother ship, the vehicle was boosted to Mach 4.5 by an Army booster rocket. At that point, the scramjet engine ignited and accelerated the X-51A to Mach 6 for a record 200 second powered flight.



*Boeing X-51A Waverider
USAF Photo*

The vehicle is designed to explore a wide range of problems such as involved in hypersonic (Mach 5+): thermal, structural, and control.

The scramjet engine (supersonic combustion ramjet) has its own set of problems. Maintaining combustion has been likened to trying to keep a candle lit in a hurricane. The flow of the intake air, compressed by the high speed of the craft, rather than by turbines, must be carefully moderated in order to assure proper engine functioning. However, slowing the incoming air has its price in that the temperature and pressure increases radically, stressing the materials from which the engine is constructed.

Increased Use of Flying Testbeds by Engine Manufacturers

Aviation Week and Space Technology magazine reports that the industry is making increased use of flying testbeds despite the availability of wind tunnels and computer simulations.

Using aircraft to test new engines in flight is not a new idea. Both Pratt and Whitney and Curtiss-Wright flew B-17s with a fifth engine mounted in the nose as part of their post World War II development programs. The Pratt '17 was in the Bradley Air Museum when a tornado struck in 1979. Its wreckage was salvaged and has been rebuilt.



Boeing B-17 "Testbed" showing engine mount inside nose.

Pratt & Whitney Canada flies a Boeing 720 which, in addition to its normal four turbojets, in one configuration, had a nose mounted turbo prop and a sixth turbine engine mounted on the side of the fuselage. Another tactic is to replace one of the engines on a multiengine aircraft with a different kind of engine.



P&W Canada's Boeing 720 aerial testbed

At the present time, Boeing is operating 737s and 777s as flying testbeds and is adding 747s to the fleet. Honeywell is preparing a Boeing 757 for similar duties. General Electric uses a 747. The aircraft are also available for lease to other manufacturers or testing agencies.

The advantage of using flying testbeds is that it provides the opportunity to study the performance of the engine throughout its full range of operating conditions

Shuttle Atlantis Returns

Ending 25 years of service, the orbiter *Atlantis* landed at Cape Canaveral on 26 May after a 12 day mission to the International Space Station. This 34th foray into space for *Atlantis* placed

about 25,000 pounds of material in orbit including the five ton Russian *Rassvet* research module. *Atlantis* will serve as backup for the upcoming *Endeavour* mission. A final flight may occur pending White House approval.

AVIATION HISTORY MILESTONES

2 June, 1957-Capt Joseph Kittinger flies the first solo balloon flight into the stratosphere reaching 96,000 feet.

10 June, 1959-Scott Crossfield takes the Douglas D-558-1 Skystreak on its maiden flight.



Douglas Skystreak at the old Naval Aviation Museum, Pensacola, Florida

20 June, 1941-The United States Army Air Force is established under the command of Maj. Gen. H.H. Arnold.



Hap Arnold's book, five star flag, and Winchester Model 12 shotgun

27 June, 1950-Flying a North American F-82G, Twin Mustang, Lt. William G. Hudson, pilot, and Lt. Carl Fraser, radar operator, score the first aerial victory of the Korean Police Action when the shoot down a Yak-11 over Kimpo Airfield.



Twin Mustang on display at Lackland AFB