

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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C/2Lt Flynn, Printer's Devil

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SCHEDULE OF COMING EVENTS

November

12-14 NOV-NER Conference
13 NOV-Cadet Meeting-Casa Woj
14 NOV-NEAM field trip
16 NOV-Squadron Meeting
20 NOV-USCGA PT Training
20 NOV-USAF Evaluation-HVN
23 NOV-Squadron Meeting-Col Isabelle visit
30 NOV-Squadron Meeting

For Future Planning

04 DEC-Squadron SAREX with HVN and BPT
07 DEC-Bowling Night
18 DEC-USCGA PT Training
21 DEC-Squadron Party
30 DEC-No Meeting
14 JAN, 2011-Juliet Long Aerospace Festival
TBA-1109 AVCRAD Helicopter Flights

CADET MEETING

09 November, 2010

(Reported by C/2Lt Flynn)

The meeting commenced with drill. USCGA Cadets taught the Squadron flank, column, and oblique movements. 1st Sergeant Kyle Hall practiced commanding a flight.

After returning to the squadron, a session of "Cadet Jeopardy" was held. Cadets competed for points by answering questions derived from the following topics: aerospace, emergency services, leadership, CAP notables, drill, *The Coastwatcher*, and the TRCS website.

Capt. Wojtcuk held a Character Development ground school. The topic of this class was Civil Air Patrol's core values and the cadet oath.

C/2Lts Wojtcuk and Flynn, and C/SAmn Hall held a staff meeting. C/2Lt Wojtcuk was briefed on the details of the weekend glider camp in Vermont.

Capt Wojtcuk led a discussion in which participants in the glider camp related their experiences. The agenda for the planning meeting on 13 November was also discussed.

Senior Member Adam Wojtcuk took pictures of Cadets for their new identification cards.

Maj Rocketto talked to the cadets about a trip to the New England Air Museum this Sunday. The trip will be free, and will depart at 0830 and return around 1630. The uniform is Blues. Any Cadets who are interested should email Maj. Rocketto as soon as possible.

Maj Rocketto informed cadets that the citrus fruit fund raiser closing date has been extended to this Saturday. Further sales should be emailed to him, not Mrs. Hall.

Maj Rocketto also encouraged cadets to enter *The Coastwatcher* aircraft identification contest. Cadet Cathcart has scored victories in the last three contests and will receive his third prize at the next meeting.

GLIDER WEEKEND

5-7 November, 2010

Ten Cadets and One Officer departed GON Friday afternoon bound for Hartness State Airport (VSF), Springfield, Vermont. The TRCS contingent suffered a twenty minute delay when the van could not be started but when Major Rocketto found the key, the problem was solved.

Some three hours later and two minutes early on the planned actual time of arrival, the van pulled into a parking spot at the Springfield Composite Squadron compound and were greeted by Squadron Commander Lt Colin Skelding who settled us into our billets. Six TRCS Cadets under the charge of C/2Lt Flynn shared two rooms in the main building. Maj Rocketto and three other Cadets took up residence in a FEMA trailer.

After unloading our gear, Lt Skelding briefed the group on the planned schedule for the next two days: ceremonies, dining, physical training, aerospace education, and of course, glider flying.

Maj Rocketto then presented an aerospace class on aircraft which included nomenclature, controls and their relationships with axes of motion, glider instrumentation, energy theory, and the concepts of mass, force, volume, density, area, and pressure.

Reveille was at 0630 followed by light PT, morning colors, and a cereal breakfast. Col Dale Hardy of the New Hampshire Wing briefed us on glider operations and airport safety procedures.



Rendering Honors

We then mustered at the tie-down area where we met CAP glider instructor Tom Matthews. Matthews explained the procedures for towing the glider to the launching area and introduced us to the Schweizer 2-33A which we were to fly.



The SGS 2-33 is a two place, high wing trainer which first flew in 1965. It has metal wings, a fabric covered fuselage, and a fiberglass nose.

The 2-33 is probably the most popular trainer in North America, extensively used by CAP and the Air Cadet League of Canada. At one time the USAF Academy maintained a fleet of 2-33s designated as the TG-4A. Oddly enough, this model was the second TG-4 glider used by the US military. During World War II, the US Army Air Force adopted the Leister Kauffman LK-10B as the TG-4A and used it to train the pilots who would fly the assault gliders.



*World War II Trainer, the
LK-10B-The First TG-4*



A Piper PA-25 Pawnee was used a tow plane. The 260 HP Pawnee is also widely used for crop dusting, aerial seeding and fertilizer application as well as a banner tug. Our Pawnee was flown by Walter Stiedieck on Saturday and Bryan McGilvary on Sunday.

Cadets were selected in increasing order of weight for flights. This reduced the number of times which we had to change the ballast in the glider. Ballast is used to adjust the "balance" of the craft so as to keep the aircraft within its "weight and balance" envelope.



Our Tow Plane, Three Six Yankee

On the first day, we flew 12 sorties. Each Cadet flew two successive sorties which reduced changeover times and allowed for more flights. During these flights, the CAP Glider Flight Syllabus was followed and Cadets were instructed on techniques and maneuvers. Some of the topics covered were checklist, tow release, trimming, straight and level flight, turns, situational awareness and visual clearing of airspace before maneuvers, and turn coordination using a simple yaw instrument, a piece of yarn attached to the pitot tube.

After the aircraft were positioned in the launch area, the Cadets were given instructions on how to attach the tow line, how to perform the duties of a wing runner, and the hand signals and control movements used by the launch crew and the flight crews to communicate.

None of our Cadets had ever flown in gliders and they all harbored different expectations. After his first flight, Cadet Cathcart stated that "Glider flight is kind of like a roller coaster. Until you pull the release lever [to release the glider from the tow plane], there's sort of building anxiety. Once you pull that lever, you're not terrified anymore."



Cadet Ray Doing Cockpit Drill

The parts of the glider flight syllabus which were covered added to the practical knowledge of aviating. Cadet Vandevander stated that he "...learned how to coordinate' turns. You have to use the joystick and the rudder pedals to turn."



Instructor John Williams and Cadets Ponder the Yarn Yaw Indicator

When not flying, Cadets acted as ground crew, retrieving and attaching the two rope and "wing running." Some games were played by the unassigned Cadets including fast and furious retrieval sessions with Ginger, the Ramp Dog.



Cadet Bunevich Wing Running to Assist Launch

Cadet Cathcart said "Wing running is hard" Another vertically challenged Cadet, Hall, remarked that it is "...hard to keep the wing up and not fall at the same time."



Ginger Finds a Friend!

At mid-day, Capt Noniewicz and Nick Schinitz a fellow member of his Chester Airport flying club arrived, observed operations, and ate lunch with us.

Flying resumed for the afternoon. As dark approached, we towed the glider back to its ramp and secured it, had dinner, and held a Retreat Ceremony.

On Saturday evening and Sunday morning, Maj Rocketto offered a second and third Aerospace Education discussions covering diverse topics such

as Newton's Laws of Motion as applied to aircraft flight and the dynamics of helicopter flight with special emphasis on the complex motions of the main rotor and tail rotor and the show they are governed by the pilot and by automatic systems.

Saturday evening entertainment was varied. Maj Rocketto read Robert Service's tale of friendship, hardship, and obligation, "The Cremation of Sam McGee" to the Cadets. Afterwards, one group of Cadets worked with the Springfield Squadron flight simulator. A second group viewed the movie, *The Dambusters*, a highly accurate drama which described a World War Two mission in which RAF Squadron 617 attacked three German dams on the Ruhr River in an attempt to cripple the regional industrial production by eliminating the hydroelectric power sources. The film had two highlights, the portrayal of the genius and perseverance of Barnes Wallis in conceiving and forcing production of the novel "bouncing bomb" and the clever development of simple "six penny" devices to assure that the bombs would be released at the appropriate distance from the target and at the correct height.

Sunday's routine was similar to Saturday's. Two new glider instructors participated, John Graziano and John Williams. Cadets flew 12 more sorties. By late afternoon, each Cadet has flown either two or three sorties and become more proficient

performing ground crew duties. Cadet Bunevich stated a generally held feeling among the Cadets that "The teachers were golden; they sacrifice their free time to teach us how to fly."



Launching



Climb Out



Releasing



Final Approach

After cleaning our quarters and packing a sandwich lunch for the road, we boarded the van, headed south, and arrived in Groton at eight in the evening.

The TRCS also wishes to thank VFW Chaplain Cynthia Osuma and Senior Member Kimberly Amsden for their efforts preparing our meals and assuring that we were secure in our quarters. Cadet Hall spoke for all of us when he said "I felt like the people there welcomed us."



HISTORIC HARTNESS

Hartness Airport (VSF), where our recent glider orientation flights were held, was named in honor of James Hartness.

Hartness was born in New York during the Civil War. He trained as a mechanical engineer and worked for a number of Connecticut companies including Pratt & Whitney. During the industrial revolution, the Connecticut River Valley was akin to Silicon Valley and the development of the machine tool industry turned a pastoral region into the center of world mechanical innovation.

Hartness was a prodigy as an engineer and held over 100 patents. His key idea was a variation of the turret lathe and he moved to Springfield in 1889 to work for the Jones and Lamson Machine Company. While at Jones and Lamson, he served as superintendent and brought his idea of a turret lathe to production. Another of his greatest achievements was his contribution to the standardization of screw threads and the development of an optical comparator for the examination and evaluation of small machine parts.

Hartness first flew in Germany in one of Count von Zeppelin's airships. In 1914, he soloed a Wright Flyer on Long Island and was issued his pilot's license by the Aero Club of America. He donated the land for Vermont's first airport, now named in his honor.

Lindbergh visited the airport in 1927 and was an overnight guest of Harkness. The first Vermont Civil Air Patrol Squadron, the Catamount Squadron, was established at the airport in CAP's first year, 1941.

An avid amateur astronomer, he invented a unique variation on the equatorial mount and provided financial support to the local astronomy club. The club hosts Stellanfane, a major gathering of amateur astronomers each year in Springfield.

In 1921, Hartness was elected governor of Vermont and served one full two year term. Hartness died in 1934, leaving behind a legacy in aviation, engineering, and optical astronomy,

CADET INFORMATION
WING WALKER COURSE AND SUMMER
GLIDER FLIGHT ACADEMY

Cadets are reminded to take the formal CAP "Wing Runner" course and test. The course may be found at

<http://www.soaringsafety.org/school/wingrunner/toc.htm>

After you finish the course, take the "WingRunner" exam on eServices at

http://members.gocivilairpatrol.com/cap_university/online_courses_exams.cfm

Tentative plans are being made to hold two separate one week Glider Flight Academies at Springfield in August of 2011. Information on applying for participation in these programs will be forthcoming when the final plans are published.

SPECIAL CADET PT TRAINING

Winter PT training is difficult since we lack sufficient space for indoor training. Through the good offices of Commander Flynn, we have obtained use of US Coast Guard facilities. The dates and times follow:

Saturday, November 20th, 8:30AM-10:00AM-
The van leaves the squadron at 8:15AM sharp.

Saturday, December 18th, 8:30AM-10:00AM -
The van leaves the squadron at 8:15AM sharp.

We meet at the squadron (no matter how close to the Academy you might live) and go in together as a squadron - PLEASE do not ask for exceptions.

Wear PT "uniform" as listed on our website on the elephant page. Do not wear anything with writing or pictures on it unless it is our squadron tee shirt or a CAP encampment shirt.

There will be no other PT testing during these months. Please watch our website Cadet Calendar for uniform of the day and classes during the winter months. Stay tuned for Jan-Mar dates.

GROUND OBSERVER CORPS REDUX
ANSWERS AND NEW CONTEST

Cadet Cathcart has won three times in a row and will be awarded a prize at the next meeting. He correctly identified the Vought F4U-5N Corsair, the Sikorsky S-37, and the Kaman HH-43B Huskie. He also wrote three good paragraphs, one on each aircraft.

The Corsair is Connecticut's "state aircraft." The model shown is a night fighter version carrying radar on its right wing.

The Sikorsky S-39 is a former CAP aircraft which was involved in a rescue which earned the first two Air Medals ever awarded to civilians. Hugh Sharp and h Ed Edwards, flying out of Coastal Patrol Base 2, Rehoboth Beach, Delaware, performed the feat on 21 July, 1942.

The Kaman HH-43B is one of Charle's Kaman's intermeshing rotor designs. They were used primarily for airport fire fighting and rescue.

NEW CONTEST

A prize will be awarded to the Cadet who provides the best answers to this week's contest. As usual, a short essay should accompany your answer so I can use it to break ties. Answers are due by Sunday midnight, 14 November.

The theme this week is former and current CAP aircraft. The winner will correctly identify each aircraft and submit a short, approximately 50 word essay on each one. The short paragraph should state some interesting fact or details about the aircraft's history, mission, or construction and should be in the words of the writer. Do not "cut and paste" from some reference source.

USE THE HINTS. *If an N-number is shown, it might be found at the Federal Aviation data base and the type, engines, and owner will be listed. If a museum is mentioned, search the web site for the answer. Perhaps the aircraft is an airliner, Find out what aircraft are in the fleet of that company and that might help you. Sometimes, the actual designation of the aircraft is written right on the fuselage and can be found if you enlarge the picture.*

Here are three more mystery aircraft and clues to their identity.



*Mystery Aircraft #1
From CAP's Earliest Days, a bomb equipped sub
hunter at the New England Air Museum*



*Mystery Aircraft #2
CAP National HQ at Maxwell AFB sports this
pylon mounted example of Wichita craftsmanship
from CAP's middle age*



Mystery Aircraft #3

CAP's newest aircraft type carries the ARCHER system

COMMANDER'S CALL

09 November, 2010

Capt Noniewicz reported important information from the wing squadron commander's meeting.

Maj Rocketto reported that the fruit sale fund raiser will end this week. Approximately fifty percent of the members of the squadron have participated. Sales are slightly lower than last year but profits should exceed three thousand dollars.

Col Kinch reported on the frangible overruns which will be added to runway 5-23 at Groton. The project will install an Engineered Material Arresting System (EMAS) at each ends of the strip. The installation consists of special runway material which will crush when an aircraft runs over it thus providing a breaking action. The runway will be closed for one month.

Lt Farly reported on the new mandatory safety test required by CAP. Farley briefed us on the process to find the test on eServices.

Maj Rocketto reported that professional development counseling letters will be issued over the next two months. Each senior member will receive one which will evaluate his standing in

CAP's professional development system and suggest what must be done to advance.

Capt Noniewicz presented a safety briefing on risk assessment and accident cases were discussed and evaluated.

Col Wisheart reported that the Subordinate Unit Inspection is well on its way to completion.

Lt Farley presented a training update. The upcoming Guided Training Exercise was explained. Expired and soon-to-expire crew qualifications have been posted and officers are cautioned to check their present status. Lt Farley is also soliciting suggestions about subjects which ought to be covered in 2012 training meetings.

Col Kinch announced that the personnel files have been updated. Senior awards will be presented next month.

CURRENT EVENTS

Farley's Futile Florida Foray
by Lt Scott Farley

I embarked for Florida on Tuesday, November 3rd anticipating the scheduled launch of STS 133, Discovery, on Wednesday, the 4th at 3:52 pm.

Upon landing Orlando at 8PM on Tuesday I checked my Black Berry only to find that the launch was delayed until Thursday providing they could solve the problems caused by irregular electrical readings on the main engine computer controller.

Our dilemma was:

a) if they selected a Thursday launch, weather was predicted to be bad. (It was and the flight was postponed.) Friday would have high winds due to a frontal passage. So we could be there as long as Saturday.

b) Unless you want to go to a water park or Disney, there isn't much to do in Orlando, especially if we had to stay 3 or 4 more days.

c) The low priced hotel at \$67/night, jumped to \$115 per night, hence a Sunday departure would have had a lodging bill of nearly \$500.

So, with heavy hearts we returned to CT on Thursday.

I was traveling with a co-worker and we had tried to view a shuttle launch back in 1998. We were at the Space Center waiting for a night launch. Alas, it too was canceled at T-19 minutes due to weather.

Hence, Shuttle 2, Farley 0.

Space Shuttle Update

A hydrogen fuel tank leak and a crack in the foam on the fuel tank have delayed launch of STS-133 until the end of the month.

An 11 day mission is planned to deliver 6,5000 lbs of supplies, The Permanent Logistics Module, and a humanoid robot to the International Space Station.

Mission Pilot is Col Eric Boe, USAF and a former Civil Air Patrol Cadet. This will be his second time in space.

COASTWATCHER ERRATUM AND AN ADDENDUM

The article about the B-17 "buzz job" of Yankee Stadium during the 1943 World Series referred to Slats Martin. The correct name is Slats Marion.

Another curious fact involving the manager of the Cardinal team, New York, the 303rd Bomb Group, and aviation is that the Cardinals

manager's, Billy Southworth, had a son, Billy Jr, who was a pilot in the 303rd in 1942-43. He was lost in 1945 when a B-29 he was piloting encountered an emergency, overshot a landing at LaGuardia Airport, and crashed into Flushing Bay.

AVIATION HISTORY

12 Nov., 1921-Wesley May performs the first air-to-air refueling in history when he steps from the wing of a Lincoln Standard to a Curtiss JN-4 with a five gallon can of gasoline strapped to his back.

13 Nov., 1928-At the New York Stadium Velodrome, Capt. George White demonstrates a motorcycle powered by nine gunpowder rockets.

14 Nov., 1973-The first production McDonnell-Douglas F-15A is delivered to the USAF.

15 Nov., 1965-Captain J. L. Martin of Flying Tiger Airlines makes the first non-stop flight over both poles. The plane was a Boeing 707 named *Polecat*. Arctic expert Bernt Balchen, the first man to fly over both poles, and famed weather pilot Robert Buck were part of the 40 on board.

16 Nov., 1961-The USAF Detachment 2A, 4400 Combat Crew Training Squadron, deployed to Bien Hoa, Republic of Vietnam initiating USAF involvement in the Vietnam War under the code name, "Project Farm Gate."



*Douglas B-26K/A-26A Invader Used by the
"Jungle Jim" Air Commandos at Hurlburt
Memorial Air Park*