

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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17 November, 2010

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

16 November, 2010

(Reported by C/2Lt Flynn)

The meeting began with drill in the airport parking lot. With the assistance of USCGA cadets, we practiced half left/right faces, obliques, columns, and to the rear movements.

On our return to the squadron, Capt Wojtcuk told cadets what they should carry in their CAP binders. Cadets should have the following in their binders: one aerospace module and one leadership book (whichever ones they are working on), a monthly schedule of the cadet-headed lessons, a notebook and pen, the drill guide, and the green emergency services book.

C/2Lts Wojtcuk and Flynn jointly interviewed Col Kinch on the subject of the position of flight commander. The fruits of this interview will be used in Wojtcuk's and Flynn's "Staff Duty Analysis" reports, which all cadet officers must complete in order to finish an achievement and promotion.

Cadets engaged in study or took tests while the Cadet Officers interviewed Col Kinch.

Capt Wojtcuk discussed the Wright Brothers' test, which is a milestone test and a cumulative review. Cadets were informed that, whether or not they are studying in the old or the new leadership books, they will take the same Wright Brothers' test that has been administered to cadets in the old books.

Advanced Cadets are now responsible for teaching part of the curriculum. Capt Wojtcuk said that cadets must prepare for their class long before they have to teach it. If you cannot be present for your class, let her know as far in advance as possible.

Capt Wojtcuk instructed cadets to follow the chain of command and email C/2Lts Wojtcuk or FlynnFlynn - not herself (unless it is absolutely necessary) - with any questions.

Capt Wojtcuk and the cadets discussed the meeting attendance program. Any cadets with ideas on how attendance may be recorded or rewarded, may email Capt Wojtcuk through the chain of command.

In Capt Wojtcuk's final discussion of the night, cadets were told to bring money for any uniform items they might need to PT/drill at the USCGA. The USCGA's "swap shop" provides low cost uniform items for anyone who needs them. Cadets were also reminded to meet at the squadron this Saturday, not at the Academy.

A promotions ceremony concluded the meeting. Cadet Airman Basic Lacey Anderson was promoted to Cadet Airman.

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/to c.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.

NORTH EAST REGION CONFERENCE

Maj Rocketto attended the NER Conference in Leominster, Massachusetts on 13 November. He attended a seminar which provided much useful information for conducting public affairs and co-taught an aerospace education seminar with LtCol Jaqui Sturgess of the NYWG Phoenix Squadron. At the conclusion of their seminar, the class adjourned to the parking lot of the hotel to view a near overhead pass of the International Space Station.

NEW ENGLAND AIR MUSEUM

14 November, 2010

Cadets Schultz, Cathcart, Mr. Schultz, and Maj Rocketto attended the special "Voices of Pride" Open Cockpit Day at the New England Air Museum on Sunday. Veterans who were associated with many of the exhibits were present and spent time discussing their military experiences and the relationship which they had with aviation.

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CAP stalwarts, LtCols Benson and Stidsen were present. Col Benson was an F-4 pilot with 176 mission in South Vietnam, North Vietnam, and Laos. He also flew F-100s and the A-10 with the Air Guard. His time with the 101st Airborne made him cognizant of the difficulties faced by the infantry and the importance of the close air support missions which he often flew.

Col Stidsen served as a Combat Crew Commander in the Titan II missile fields near Tucson, Arizona. He explained what it was like to work 30 hour shifts, most of it underground, training and waiting for an order which they hoped would never come: to launch their ICBMs at Soviet targets.

The Thames River group also attended the lecture given by Jimmy Doolittle's granddaughter, Joanna Doolittle Hoppes. Mrs. Hoopes spoke about Doolittle's early career, his military service, and his contributions to the science and art of aviation.

Doolittle is best known for leading the first air raid on mainland Japan flying B-25s off the USS Hornet. Most people are unaware of his early and remarkable accomplishments.

As an air racer, he won the big three: Schneider, Bendix, and Thompson events and set numerous cross country records. He was the first to perform the outside loop.

His contributions to the future of aviation and aerospace spanned four decades. Doolittle was a driving force at Shell Oil in the development of 100 octane gasoline. He obtained the first doctorate in aeronautical engineering granted by the Massachusetts Institute of Technology. His pioneering efforts to develop the instruments and techniques for "blind flight" are legendary.

As a wartime leader and commander of the US Eighth Air Force in Europe, he directed General William E. Kepner, head of Eighth Fighter Command, to change the tactics used by escort fighters. Previously, the fighters had been strictly tied to sticking with the bomber formations. Under the new policies, after protecting the bombers, they were released to pursue the German fighters as far as their home fields. These tactics are credited with seriously impairing the the efficacy of the German interceptor efforts. Gradually, unable to sustain losses, air superiority and eventually, air superiority were achieved in the European Theatre of Operations. Doolittle regarded this decision as the most important he made during World War II.

Finally, after the war, Doolittle served as a high level consultant to the US government and served on committees advising government and industry on missile and aerial reconnaissance programs.

Mrs. Hoppes also spoke about the close relationship which he maintained with his wife, Jo, over the course of their 71 years together. Jo provided a necessary support for the family during Doolittle's absences and during the war, soldiered tirelessly on the home front, supporting the war effort.

After her talk, our Cadets were permitted a some time to speak directly with Mrs. Hoppes. She provided further insights into his character as a human being. She remarked that "He was fun and he made us (his grandchildren) laugh," a good epitaph for a great man.



Young Jimmy Doolittle and his contestant badge from one of the Bendix Races-San Diego Air and Space Museum.

For the balance of the day, the group toured the NEAM, spending time at the Civil Air Patrol exhibit, and learning about some of the important or historic aircraft such as the Burnelli CBY-3, the Sikorsky helicopters, and the Boeing B-29.

SENIOR MEETING

16 November, 2010

Officers met and planned the operational details for the weekend SAREX.

CURRENT EVENTS

Former CAP Cadet, Col Eric Boe is still waiting for this second trip into orbit. *Discovery's* last trip has been delayed by malfunctions electrical

systems, hydrogen leaks, and cracks in structural members of the fuel tank. Launch is still scheduled for the 30 November time frame.

HISTORY

9 Nov., 1957-At Wallops Island, Virginia, the first Nike-Deacon sounding rocket is launched by NACA's Pilotless Aircraft Research Division.



Wallops Island launch facility circa late 1960'd. A launch tower is silhouetted against the Atlantic Ocean and two large tracking dishes are evident in the left foreground.

22 Nov., 1929-Robert H. Goddard received a phone call from Charles Lindbergh setting up a meeting to discuss rocketry. Ultimately, this will result in funding from the Guggenheim Aeronautical Fund for Goddard's experiments.

23 Nov., 1947-First Flight of the Convair XC-99, the cargo version of the B-36.



C-99 at San Antonio but Since Moved for Restoration to the Museum of the USAF

25 Nov., 1956-USAG Sgt Richard Patterson makes the first successful parachute jump in Antarctica to test equipment in sub-zero weather.

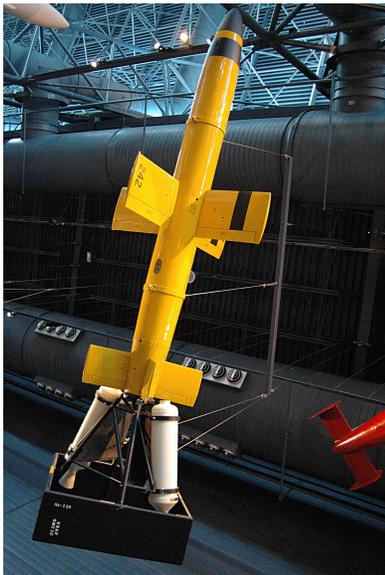
26 Nov., 1939-British Overseas Aircraft Corporation is formed by the amalgamation of Imperial Airways and British Airways.

27 Nov., 1931-The Australian Lone Eagle, Bert Hinkler becomes the first man to solo the South Atlantic when he flies a DeHavilland Puss Moth from Brazil to Senegal.



DeHavilland DH-80 Puss Moth

28 Nov., 1946-The U.S.S. Norton Sound is assigned as an experimental rocket firing ship and will serve to test the Loon, Lark, and Aerobee missiles.



Late version of the Lark, originally designed as an anti-aircraft missile to counter the Kamikaze threat, it was not produced until after the war ended. It served as a test vehicle for guidance and tracking systems and rocket innovations.

29 Nov., 1958-First Flight of the Pratt and Whitney J75 powered Douglas DC-8.



Douglas DC-8, an rival of the more successful Boeing 707 displays Air Jamaica livery.

30 Nov., 1907-The Curtiss Aeroplane Company is founded.



Early Curtiss Aeroplane Company design, the 1912 Headless Pusher

GROUND OBSERVER CORPS REDUX ANSWERS AND NEW CONTEST

Cadet Daniels won the last contest. He, Cadet Cathcart, and the winner of this week's contest will be awarded prizes at a December meeting.

C/A1C Daniels correctly identified the Stinson 10-A Voyager at the New England Air Museum, the Cessna L-19 Birdog, mounted on a pedestal in front of CAP National Headquarters, and the Gippsland GA-8 Airvan, photographed at Quonset State Airport.

Cadet Daniels noted that the Stinson was employed on anti-submarine patrol during the early days of World War II and would carry a 100 lb bomb.

The L-19, also known as the O-1, and OE-1, was used by the US Army, USAF, and the Marines as an artillery spotter and liaison aircraft.

The GA-8, an Australian import is the newest air asset of CAP. The Airvan is equipped with ARCHER, an acronym for Airborne Real-time Cueing Hyperspectral Enhanced Reconnaissance system. ARCHER optical system can scan earth below the aircraft over a range of wavelengths. At the same time, it records the scanned data and the position and flight attitudes of the aircraft. Its primary use is to enhance search and rescue techniques but CAP is exploring its use in other missions such as disaster assessment, counter drug and homeland security operations.

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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 military aircraft once crewed by officers in the Thames River Composite Squadron. The winner will correctly identify each aircraft and submit a short, approximately 50 word essay on each one.

FOLLOW THESE RULES.

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



If you bone up on aircraft which are in the current USAF inventory, you will be able to identify this aircraft.

Mystery Aircraft #2



This spritely vehicle is a product of the same company which manufactures the Ovation electric guitars.

Mystery Aircraft #3



A hunter of submarines, named after a hunter, and produced by a company with a penchant for naming its aircraft after celestial objects.