

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

Vol. IV No. 40

02 December, 2010

### SCHEDULE OF COMING EVENTS

04 DEC-Squadron SAREX with HVN and BPT  
07 DEC-Bowling Night-details below  
18 DEC-USCGA PT Training  
21 DEC-Squadron Party-details below  
30 DEC-No Meeting

### For Future Planning

14 JAN, 2011-Juliet Long Aerospace Festival  
15 FEB, 2011-Col Stidsen lecture on SAC Missile  
Silo operations.

### CADET MEETING

*23 November, 2010*  
*(Reported by C/2Lt Flynn)*

The meeting began with drill. The bulk of the cadets practiced to-the-rear, flanks, and columns

under the command of the cadet first sergeant C/SrA Hall and C/2Lt Wojtcuk. C/A1C Johnson and C/AB Albano, along with C/2Lt Flynn and taught a prospective cadet facing movements, parade rest, rest, at ease, attention, and forward march.

When we returned to the squadron, Capt Wojtcuk told cadets to bring \$10 to the bowling party on December 7. Cadets who wish to attend must e-mail C/2Lt Lexie Wojtcuk.

Capt Wojtcuk reminded the cadets to bring a maximum \$10 gift for the squadron Christmas party, which is scheduled for December 21. Any Cadets who are going must e-mail C/2Lt Flynn and tell him the name of the potluck dish they are bringing.

An introduction to the Drug Demand Reduction Program (or DDR/DDRP), which we are beginning to implement in our squadron, was given by Capt Wojtcuk. The introduction gave a basic overview on the contents of the DDRP and told why the program is important.

The final class of the night was given by Maj Bourque. He discussed the material of the "Redstone". Named after a past American ballistic missile family, this is a history chapter in the model rocketry program. Maj Bourque included a lesson on how to take effective

### CADET MEETING

*30 November, 2010*  
*(Reported by C/2Lt Flynn)*

The meeting commenced with drill. We practiced flanks with the help of USCGA cadets.

At the arrival of rain, we returned to the squadron. Here Maj Rocketto gave C/A1C Daniels and C/AB Cathcart prizes for their wins in past *Coastwatcher* contests.

Capt Wojtcuk informed cadets that January, February, and March are now reserved for rocketry. All cadets with AEX classes in these months will be bumped ahead.

Capt Wojtcuk cleared up confusion on the safety and Drug Demand Reduction (DDR) lessons for any cadets who were not present at the previous discussions on these topics. She also assigned lessons to the cadets who had not then committed to teach one.

Capt Wojtcuk discussed the bowling party. Any cadets who wish to attend must RSVP via email.

Capt Wojtcuk reviewed what cadets must carry in their binders. See *Coastwatcher* 4.39 for a list of the required articles.

Capt Wojtcuk informed cadets that there are indeed new milestone exams that correspond to the new leadership books. This means that any cadet who has studied in the new books will be able to take a different "Wright Brothers" or "Mitchell" comprehensive leadership exam made specially for the new books.

A uniform inspection followed Capt Wojtcuk's discussion. The two problems which recurred the most were need of a haircut and improper placement of the cut-out grade insignia. The insignia must be parallel to the front of the collar, not the side.

After a break for refreshments, Capt Wojtcuk went over the O-flight priority list. Cadets who are about to turn eighteen are first, followed by cadets with the fewest O-flights. She also talked about airplane passenger weight configuration practices.

C/2Lts Lexie Wojtcuk and Brendan Flynn interviewed the Squadron Commander Capt Noniewicz on the subject of taking charge. This interview will be used in Wojtcuk's and Flynn's SDA, or "Staff Duty Analysis", report. A speech using the interview will be given to the squadron's cadets at a later date.

The final activity of the evening was the construction of "junk" and "fizzy" rockets. Making and launching of these rockets is required for the Redstone phase of the model rocketry program. A "junk" is tube with fins near the bottom and topped with a nose cone, made from paper and other scraps and powered by a rubber band. A "fizzy" is made from a film canister, a paper nose cone, and, in our case, Styrofoam fins. It is powered by Alka Seltzer tablets and water.

## **TWO SPECIAL DECEMBER EVENTS**

***Tuesday, December 7, 2010***

### **2<sup>nd</sup> Annual Cadets v. Officers Bowling Tournament**

Time: 1800-2000 Uniform: Civies

Place: Norwich Bowling & Entertainment Center, 188 West Town Street, Norwich

Details: \$10 for lane time and shoe rental. Bring money for snacks and drinks.

RSVP Capt Robin Wojtcuk by Saturday, Dec 4

***Tuesday, December 21, 2010***

### **Annual Squadron Holiday Party for Cadets and Officers featuring the NEW Christmas Jeopardy!**

Time: 1800-2000

Uniform: Festive Party Clothes!

RSVP Capt Robin Wojtcuk with your potluck

Cadets bring a goofy gift (\$10 – NO MORE) to exchange.

We'll see which cadet gets the TRCS Bright Light Crown this year!!!!

## **CADET PLANNING MEETING**

*13 November, 2010*

*(Reported by Capt Wojtuck)*

The Planning Meeting at the Woj Abode began with a Skype session to former Cadet Commander Abby Wojtuck who is homesick at Houghton College and was delighted to see the cadets and hear of their promotions.

Major Bourque gave a lesson in ES on how to conduct a line search after which the cadets formed a line and searched for dog "bombs" in the yard. Cadet Schultz had the most "finds". Then the cadets proceeded to the compass course where they had to take correct readings to get the right answers for their "course".

While most of the cadets were charting their compass courses, C/Lts Woj and Flynn worked together deciphering the rules for the Staff Duty Analysis they are required to do for each promotion after the Mitchell.

When the compass crew completed their course, we started discussing the plans for 2011. The cadets will do the lion's share of the teaching as is prescribed in the new *Learn to Lead* curriculum. Cadets, with the help of senior officer advisors, will teach AE and lead AEX projects, leadership lessons, team building, safety, and Drug Demand Reduction classes. Major Bourque, as TRCS Ground Team Leader, will instruct in ES tasks with the help of Lts Flynn and Woj as soon as they get their SET. Capt Woj, as Character Development Instructor, will continue to teach those classes.

## **AWARDS AND CERTIFICATIONS**

Maj Bourque has been awarded a "Find" Ribbon for located an ELT which had been accidentally activated.

Maj Rocketto has earned the Paul E. Garber Award after completing all requirements for Level IV in the CAP Senior Member Training Program.

Cadets Vandevander, Daniels, Bunevich, and Hall all completed the Wing Walker Program which instructs and tests students on the ground handling, signals, towline connecting, and positioning of gliders for flight.

## **MOUNTAUK POINT ELT FIND**

A Squadron aircrew launched on Thanksgiving eve in response to Air Force Rescue Coordination Center instructions to determine the source of an emergency signal broadcast on 121.5 MHz. The crew, Captain Noniewicz, Maj Nelson, and LtCol Doucette conducted a search over the south shore of Connecticut and Long Island Sound and traced the signal to Montauk Point Airport (MTP). Coast Guard Sector Long Island Sound contacted the East Hampton Police who met the crew at the airport and determined that the source of the signal was a derelict Piper PA-28 which had crashed some two months earlier. The emergency locator transmitter (ELT) had never been deactivated and high winds may have disturbed the wreckage and reactivated the transmitter. The crew silenced the ELT and returned to Groton.

## **THE FRUIT IS IN!!!!!!**

The fruit was picked on Sunday and on Wednesday, mid-morning, a truck delivered approximately three and a half tons of oranges and grapefruit to the E.T. Grasso Technical High School. The fruit was unloaded by members of the Grasso Tech Rifle Team and the students from the Information Technology Shop under the direction of Mr. Shawn Carpenter.

CAP members reported to Grasso around 1300 and shifted 6000 lbs to our Squadron compound where it was partially distributed.

Final distribution will take place on Saturday, December 4th between 0900 and 1300.



*Daisy Chain!*

The cargo handlers were C/Lts Flynn and Wojtuck, Cadets Bunevich and Mr. Bunevich, Capt and Mr. Wojtuck, Lt Looney, and Majs Bourque and Rocketto. They were joined by distributors the following distributors: Cadets Hall, Barbaran, and Schultz, and Capt Noniewicz. Col Doucette made a worthy attempt to join us in the rain but showed up too early and missed the party.



*Some of the People and Some of the Fruit*

## **GUIDED TRAINING EXERCISE**

*20 November, 2010*

The Squadron flew three sorties in the USA GTE. The GTE is a biennial event in which USAF advisors set up search and rescue scenarios for a CAP Wing and then evaluate the performance of the Wing in carrying out the assigned missions.

The Thames River Composite Squadron flew three sorties during the GTE: a photo mission, a counter-drug mission, and a transport mission. In addition, we supplied part of the command staff. participating were Cols Kinch, Doucette, Bergey, Maj Neilson, Cpts Noniewicz and Lintelmann, and Lts Farley and Looney.

## **SENIOR MEETING**

*30 November, 2010*

The theme of the meeting was an analysis of the successful ELT search on Thanksgiving eve.

The participants commented on the importance of the hasty but complete preplanning and briefing and the value of the communications between the aircraft and the Coast Guard, especially in acquiring the assistance of local law enforcement officers at Montauk Point.

The regulations and methodology which must be followed to silence and ELT were also discussed.

## **CURRENT EVENTS**

### ***GON Airport Improvements***

Groton's runway 5-23 is scheduled to receive a major safety update in the coming year. The Engineered Material Arresting System (EMAS) consists of a crushable cellular cement material installed on the runway overruns which will decelerate an aircraft in an emergency.

When an aircraft is unable to stop on the active runway, the aircraft rolls into the EMAS arrestor bed, and is decelerated by the loads applied to the aircraft landing gear as the aircraft wheels travel through the EMAS. The depth of the EMAS gradually increases as the aircraft travels into the arrestor bed, providing increasing deceleration when required by heavier or faster aircraft. Aircraft runout distance will be determined by the aircraft size, weight, speed and bed configuration.

### ***First Commercial License Granted for Spacecraft Reentry***

The Federal Aviation Administration has licensed Space Exploration Technologies (SpaceX) for one year to conduct reentry operations for its Dragon capsule. The capsule, launched by a Falcon 9 rocket is a commercial entry into the competition to resupply the International Space Station. This is the first flight under NASA's Commercial Orbital Transportation Services (COTS) program.

The Dragon capsule is capable of transporting approximately 5,500 lb of cargo. The reentry will exercise the Dragon's thrusters and test the heat shield. Up to four orbits are anticipated with splashdown occurring in the Pacific Ocean off the California coast.

### ***USAF X-37B Slated for Return to Earth***

The unmanned X-37B is scheduled for reentry and recovery at Vandenburg AFB over the weekend. The vehicle has been in orbit for seven months conducting, according to Air Force sources, "unspecified experiments." The recovery is the first attempted fully autonomous reentry and landing in the US space program.

### **GROUND OBSERVER CORPS REDUX ANSWERS AND NEW CONTEST**

Cadet Daniels won the last contest. Daniels now

has won two in a row. Cadet Daniels and Cadet Cathcart selected their prizes at the last meeting.

The theme of last week was military aircraft once crewed by officers in the Thames River Composite Squadron.

Cadet Daniels noted that Mystery Aircraft #1 is the North American-Rockwell (Now part of Boeing) B-1B Lancer. According to Daniels, the bomber is of a blended wing-body configuration with a variable swept-wing design. With wings at full sweep, the span is 79 feet, while extended it increases to 137 feet. The clue was "boning up on aircraft identification" since this airplane is better known as "the Bone (B-One!). Maj deAndrade flew this ship and has amazing tales to tell. Ask him if you can find him!



*"Bone" on approach to Ellsworth AFB, Rapid City  
South Dakota*

Mystery aircraft #2 is the Kaman SH-2 Seasprite. If you zoom in on the tail boom, you will see that it is already identified as the SH-2F. Two clues were presented. It was called a spritely aircraft, a reference to part of its popular name. In addition, looking up the Ovation Guitar Company would have told you that it is a part of the Kaman industrial family. Mr. Kaman did not only dabble in rotor craft. Maj Bridgewater flew this chopper during his naval tour of duty.



*Seasprite on display on deck of USS Midway*

Mystery aircraft is the Lockheed-Martin P-3 Orion. This airplane was introduced to the US Navy in 1960, and is still used today. A total of 734 were built. Initially designed as an anti-submarine weapon, the Orion and its variants performs numerous missions. It can carry air-to-surface missiles, depth charges, and mines. The most notable feature is the MAD Boom extending from the tail. The clues referred to its name, Orion, the hunter and to the Lockheed Corporation which named most of its aircraft after sky and celestial phenomena or features: e.g., P-38 Lightning, L-1011 Tristar, C-130 Hercules, F-104 Starfighter, to name some of them. LtCol Bergey was a P-3 pilot.



*Orion in flight displaying its magnetometer and sonobuoy bays*

**NEW GROUND OBSERVER CORPS REDUX CONTEST**

Can any Cadet end the domination of Cadets Cathcart and Daniels. This week we have a more challenging set of photos. Maj Rocketto has just returned from the Israeli Air Force Museum in

Hatzerim, Israel, just outside of Beersheba on the Negev Desert. Here are five photos from the five phases of Israeli Air Corps development. The clues may help.

**Mystery Aircraft #1** was used during the War of Independence. Ironically, it is a Czech version of a World War II German aircraft. Its Hebrew name, *Sakin* (knife) is a word play on the name of the original German manufacturer. This aircraft type scored the first Israeli air to air kills, shooting down two Egyptian Dakotas.



*Mystery Aircraft #1*

**Mystery Aircraft #2** is representative of the British period. This type was the only allied jet aircraft to see combat service in World War II. They were the first Israeli jet fighters.



*Mystery Aircraft #2*

**Mystery Aircraft #3** is a fighter made famous by the Israelis. She serves as a classic model for the aircraft of the French period of the *Heyl HaAvir* or Air Corps. Interestingly, the founder of the company, Marcel Bloch, was a French Jewish

engineer and a pioneer of aeronautical industry in France. The mystery aircraft's name is finds its roots in a French word relating to "looking" and its utilization in a desert county is most appropriate. During the Six Day War, this aircraft achieved air supremacy for the Israelis. The top jet ace in the world, Giora Epstein, accumulated 17 kills in this specific aircraft type and a variant. The plane displayed also bears the insignia of the Argentine Air Force (*Fuerza Aerea de Argentina*). She bears 13 kill symbols on the nose. When the Israelis phased out this type, they sold some of them to Argentina. Eventually, Argentina sold this historic aircraft back to Israel for one dollar and it is now displayed in the Israeli Air Force Museum at Hatzerim.



*Mystery Aircraft #3*

**Mystery Aircraft #4** resulted from the fickle French embargo of military aircraft to Israel. DeGaulle's government, attempting to improve its standing with Muslim governments in the Middle East, refused to transfer 50 aircraft of the type represented by Mystery Aircraft #3 even though Israel had already paid for them. This led to an Israeli project to become self sufficient in fighter aircraft.

Although the complicated process which led to the development of this aircraft is beyond the scope of this article, suffice to say that it involved an extraordinary espionage operation in which Israel obtained several boxcars of plans for the original variant of the aircraft from a Swiss engineer who worked for Sulzers. Israeli Aircraft Industries then

modified the General Electric J-79 engine to fit the new aircraft and added canards and other aerodynamic modifications.

Note that the aircraft bears some surprising markings. Look carefully for an important clue which will lead you to the Israeli name.



*Mystery Aircraft #4*

**Mystery Aircraft #5** is symbolic of the United States phase of Israeli aircraft procurement. The model shown in flight is a two seat trainer version. Note the extended tailpipe, an Israeli modification which reduced the damage caused by heat seeking missiles. During the *Yom Kippur* War, the improved Egyptian air defense system accounted for about 50 of these ground attack aircraft.



*Mystery Aircraft #5*

**Contestants:** Write a paragraph about each of these aircraft, identifying them and providing interesting information. Do not bore the judge with trivial facts such as wing span. Be sure to use your own words. "Cut and paste" will lead to disqualification. Answers are due by **midnight, 12 December.**