

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>

S. Rocketto, Editor
srocketto@aquilasys.com

C/2Lt Flynn, Cub Reporter

Vol. V, No. 5

03 February, 2011

SCHEDULE OF COMING EVENTS

For Future Planning

Cadet meetings normally start with drill and end with aerospace history, current events, and Commander's moment. Blues are worn on the second week of the month and BDUs at other times. Main topics will be indicated on the schedule below. See website for updates.

08 FEB-Safety/DDR/Character Development
12-13 FEB-Squadron Leadership School
15 FEB-Col Stidsen lecture on SAC Missile Silo
22 FEB-Emergency Services-theory and practicum
26 FEB-Table Top SAREX

05 MAR-Stratford Eagles Banquet and Awards
08 MAR-Pastor Chuck Tyree CD seminar
01-03 APR-Tri-State SAREX
13-15 MAY-CTWG Great Starts

21-25 JUN-National AEO School
9-16 JUL-RSC-McGuire AFB
9-16 JUL-Reg. Cadet Ldrshp School-Concord, NH
23 JUL-07 AUG-NESA (two sessions)
08-14 AUG-CTWG Encampment
13-20 AUG-Reg. Cadet Ldrshp School-McGuire
17-20 AUG-CAP Nat'l Summer Conference
22-24 SEP-AOPA Summit-Hartford
22-23 OCT-CTWG Convention

CADET MEETING

01 February, 2011

No meeting was held due to snow. Capt Wojtuck e-mailed safety and character development assignments to all Cadets. Cadets are to follow Capt Wojtuck's instructions in order to receive credit for the assignment.

2011 CADET GOALS

The goals for 2011 have been discussed and set. Capt Wojtuck, Deputy Commander for Cadets, has released a memorandum which details each of the goals. The following is a synopsis.

1. Cadets will prepare and be in charge of teaching AE, AEX, DDR, Safety, and Leadership.
2. Senior officers will ask as mentors to cadet "teachers" in specialty areas.
3. Each cadet will write their personal goals on an index card and attach them to the cadet bulletin board.
4. Ten of the 15 Cadets who have not attended encampment will do so this summer. Twelve out of 17 who have not finished Phase I (Wright Bros.) will finish. Five cadets will earn the Mitchell award. Two Cadets will earn Earhart awards. Fifteen Cadets will complete the Model Rocketry Program. Every cadet will receive a minimum of one powered orientation flight.

5. Establish a five member ground team with two cadets qualified Members in interested in receiving credit for Squadron Leadership School and/or the Corporate Learning Course should go to:

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

5. For Emergency Services, our goals are to have at least a 5-member ground team and at least 2 of our cadets ready as Skills Evaluator Trainers.

Unfortunately, waiting times for enrollment are a minimum of one year for both courses!

6. Continue to improve drill performance under the tutelage of USCG Academy Cadets.

The CAP statement about SLS follows:

7. Explore methods to recruit and retain members.

The course will take 8 weeks to complete, and is writing intensive through online discussion. A group will start and end as a cohort. The course was designed to help members could not attend a traditional face-to-face course. Each course will start when a cohort is put together. If you sign up, you will be placed on a waiting list until the next course opens up. If you are signing up now, you can expect to wait approximately 1 to 1.5 years for a slot to open in the course.

SENIOR MEETING

01 February, 2011

No meeting was held due to snow.

2011 SQUADRON GOALS

Capt Noniewicz, TRCS Commander has posted the following goals for the Squadron this year.

The CAP statement for CLC follows:

1. A 100% participation in the fruit sale. This is the main fund raiser for the squadron.

The course will take 8 weeks to complete, and is writing intensive through online discussion. A group will start and end as a cohort. The course was designed to help members could not attend a traditional face-to-face course. Each course will start when a cohort is put together. If you sign up, you will be placed on a waiting list until the next course opens up. If you sign up now, you can expect a 1 year wait before a class is available.

2. A 100% participation in one of the aerospace activities. A list will be provided by the AEO.

3. A minimum of one training mission per month.

4. A 100% participation in LISP.

5. Perfect attendance at Commander's Call.

6. Six fact-to-face safety meetings per year.

7. A 100% senior participation with the cadets. Capt Wojtcuk, Deputy Commander of Cadets will provide a list of opportunities.

FAA Safety Seminar

27 January, 2011

SLC/CLC ON-LINE OPTIONS

Majs Mode and Rocketto attended the FAA pilot's seminar at WST last Thursday night. Bob Adelizzi from Boston TRACON addressed a number of topics involving Class B airspace.

His lecture was illustrated with radar imagery of the Boston TRACON and he explained how letters of agreement between traffic areas establish the tracks and altitudes which will be assigned as an aircraft is handed off.

The thorny problem of how to avoid violating a temporary flight restriction was discussed in detail. He carefully explained the resources which a pilot must use to avoid problems with the US Secret Service and the Department of Homeland Security. Of particular note was the fact that a TFR might move while a pilot is in-flight and the precautions one might take to avoid transgressing a newly established TFR. Good communications with the towers and FAA radio and monitoring 121.5 Mhz were recommended. The monitoring of 121.5 is important because in case of a violation, this frequency will be used by the government interceptor aircraft to contact you.

Adelizzi frankly discussed the relationship between pilots and controllers and was clearly displayed empathy with the problems both groups face when dealing with each other in the high pressure, swift changing air traffic environment. Clear communications using appropriate phraseology is a crucial tool to avoid misunderstanding and mishap.

Adelizzi mentioned that he will be retiring in the near future. Judging from his attitude which he displayed during his presentation, it will be a loss for both the pilot community and the FAA.

AEROSPACE CURRENT EVENTS

ISS Resupply Efforts

The ISS crew used a remote manipulator arm to berth Japan's HTV-2 spacecraft, *Kuonotori*, on 27 January. HTV-2 carried over 10,000 lbs of cargo consisting of spare parts, food, water, and materials for scientific experiments.

An unmanned Russian *Progress* resupply ship docked at the International Space Station on 30 January. The cargo consisted of 6000 lbs of supplies and fuel. The docking port was recently vacated by another *Progress* carrying trash which re-entered and burned up the Pacific Ocean.

The US Space Shuttle *Discovery* is set for flight on 24 February. Delayed since November due to hydrogen leaks and cracks in the insulating foam of the external tank, *Discover* will be making its 39th trip into space. Cargo consists of a storage module and a humanoid robot.

Second Air Force X-37B Readied for Launch

Two months ago, the first X-37B completed a 220 day mission. The vehicle will be launched from Florida in the nose of an Atlas 5 rocket on 04 March. The first vehicle was found free of major faults and no major changes have been made in the second craft. As before, the USAF is not revealing the purposes of the mission.

AEROSPACE HISTORY EVENTS OF THE WEEK

01 FEB, 1930-The Daniel Guggenheim Fund for the Promotion of Aeronautics is dissolved. During its lifetime, it promoted aviation, supported engineering schools, and funded Goddard's rocket research as well as the experiments which led to Doolittle's success in "blind flying."

02FEB, 1925-President Calvin Coolidge signs the Kelly Act which allows the Post Office to let out contracts to private companies to carry airmail.

03 FEB, 1959-The Day the Music Died-Buddy Holly, Richie Valens, the Big Bopper and pilot Roger Peterson die in crash of a Beechcraft Bonanza near Mason City, Iowa.



Bonanza displays its characteristic V-tail

04 FEB, 1957-The USAF takes delivery of its first Boeing KC-135 Stratotanker.



Retired Stratotanker with the Original P&W-57 Engine Nacelles. The fleet has been re-engined with turbofans.

05 FEB, 1923-The Collier Trophy, awarded annually for the greatest achievement in American aviation, is presented to the U.S. Airmail Service for one year of fatality free transcontinental service.



Jenny-A Workhorse of the US Mail and the Barnstormers

06 FEB, 1926-Pratt and Whitney introduces the first Wasp engine, a nine cylinder, 400 HP radial.

07 FEB, 1954-First Flight of the Lockheed XF-104 piloted by noted test pilot, Tony LeVier.



YF-101A, the Service Prototype of the Starfighter

08 FEB, 1966 Freddie Laker, the founder of eponymous Laker Airways, institutes service from Gatwick using two Bristol Britannias.



Britannia 312 in the Livery of Monarch Airlines



09 FEB, 1936-Billy Mitchell goes West.

10 FEB, 1956-Father of the RAF, Marshal of the Royal Air Force, Lord Trenchard, goes west.

11 FEB, 1962-Gary Francis Powers, U-2 pilot, arrives back in U.S. after a spy swap for "Col Rudolph Abel."



Lockheed U-2A

12 FEB, 1934-Zantford D. Granville, GeeBee designer goes west in crash at Spartanburg, N.C.



GB R-1 Replica at the New England Air Museum

**NEW CONTEST
GROUND OBSERVER CORPS REDUX**

CURRENT CAP INVENTORY

Any reader is invited to submit a set of answers to the contest. Seniors need only identify the make, model, and popular name of the aircraft but are not eligible for a prize. Cadets will do the same and supply a short statement containing some interesting facts about the aircraft.

MYSTERY AIRCRAFT #1



Look closely at the prop and cowling.

MYSTERY AIRCRAFT #2



Most produced single engine light aircraft in history.

MYSTERY AIRCRAFT #3



A product of Horseheads, NY!

MYSTERY AIRCRAFT #4



Note the extended cabin.

MYSTERY AIRCRAFT #5



Carries the ARCHER system

**CADET SCHULTZ
WINS GOC AIRCRAFT IDENTIFICATION
CONTEST**

Cadet Brendan Schultz has won the last contest and his answers and comments appear below with the answers and comments of Col Stidsen who also, as usual, correctly identified and discussed each of the mystery aircraft in exquisite detail. Cadet Cathcart sent in a late entry with some nice details but only identified four of the five aircraft.

1. Aircraft #1 is the Consolidated PBV Catalina. Known to the Canadians as the Canso and the Russians as the GST. Shultz points out that over 4,000 were built.

Stidsen goes into detail. The Consolidated PBV-5A Catalina picture looks like it was taken in the storage/outdoor display area of the NMUSN at NAS Pensacola. Of special interest is the little-seen "eyeball" nose turret, which was only added on late - production PBV-5As . A later version (the PBV-6A) was produced by the Naval Aircraft Factory as the PBN-1.

Cathcart adds that "The Cat" had sunk 112,700 tons of Japanese merchant and shipping equipment, damaged 47,000 tons, and damaged 10 Japanese Warships. It was an important rescue aircraft. When the *USS Indianapolis* was sunk, a Navy "Cat" commanded by Lt. Cmdr. Adrian Marks rescued 56 survivors. As the OA-10, the AAF flew it on air-sea rescue duties.

2. Aircraft #2 is a Grumman Wildcat which, according to Schultz was called a "peanut special" by the British.

Stidsen elucidates: The Grumman F4F-4 Wildcat proudly sits in one of the terminals at O'Hare International Airport (ORD) in Chicago. This particular bird was lost in Lake Michigan in 1944 during carrier landing training (the training carriers *Wolverine* and *Sabine* were converted paddle wheel steamers, used only on Lake Michigan). After sitting on the bottom of Lake Michigan for 50 years or so, she was recovered, restored and loaned to ORD by the USN.

Butch O'Hare received the MOH after a spirited 25 minute solo defense of his carrier (USS LEXINGTON CV-2) against 9 Japanese torpedo bombers (B5N Kates?) , during which he shot down 5 of the 9 (plus one damaged) , while flying F4F-3 , BuNo 4031, on 20 Feb 1942, during a raid on Rabaul. He later (05 Oct 43) shot down a Zeke (A6M) and a Betty (G4M). He was himself shot

down in 1944, (possibly by his own side) in an F6F-5 while returning to the carrier (USS ENTERPRISE CV-6) after a night intercept mission. After he was lost, he was recommended for a second MOH, but received (posthumously) a Navy Cross instead.

3. Schultz correctly points out that aircraft #3 is a Douglas SBD Dauntless, sometimes facetiously known as "Slow But Deadly.)

Cadet Cathcart supplies a little known fact; This aircraft is that it also served in the Army under a different name (A-24 Banshee)



A-24 Banshee in Army Colors

Douglas SBD Dauntless, probably a -5 but painted up like a -3 in 1942 camouflage to simulate an SBD that would have taken part in the Battle of Midway. Of interest are the two white bars on the vertical stabilizer which were used by the LSO on the carrier to help him determine if the aircraft had the proper landing descent rate.

4. Schultz notes that aircraft #4 is a Grumman/General Motors TBF/TBM Avenger. In its battle debut, five out of six were lost at the Battle of Midway.

Stidsen provides details. The aircraft is an Eastern TBM-3 Avenger . Originally designed and put into production as the Grumman TBF-1, but the quantity production was handed over to Eastern Aircraft (Division of General Motors) and the bird was redesignated TBM. (Note: the same thing happened to the F4F Wildcat, which was produced by Eastern as the FM-1 & -2), so that Grumman's Calverton (NY) plant could be totally given over to producing 12,275 F6F hellcats in three years.

5. The last aircraft is a Vought OS2U Kingfisher. The aircraft could also be supplied with wheels for inland patrols.

Col Stidsen has some personal details about his photography of this bird. Judging by the buildings in the background, this particular picture was taken while this OS2U was on the fantail of the *USS Massachusetts* (BB-58) at Fall River, MA, probably in the late 70's or early 80's. It was on loan from the NASM. Back in 1975, I crawled up on the crane in the background to take some high-level shots of the Bird when I visited the ship. This particular aircraft was later reclaimed and restored by the NASM, and can be seen today at the Udvar-Hazy location of the NASM. I remember seeing it in pieces at the old Garber Restoration Center during a tour I took of the facility in the late 1980s.

CELEBRATING SNOW



Herky primed for snow



Bamboo Bomber in the snow

STRATFORD EAGLES ANNUAL BANQUET AND AWARDS CEREMONY

Does TRCS wish to form a party to visit Stratford on 05 March, 1800-2000 and attend their annual banquet and awards ceremony?

The Stratford Eagles' annual banquet will take place at St. Joseph's Church, just next door to squadron headquarters. The church is located at 1300 Stratford Road in Stratford, CT.

Stratford will have two cadets receive their Eaker Awards and perhaps one cadet receiving his Spaatz Award.

If you plan on coming, please let Stratford know before February 14th, Valentine's Day, so they can arrange for seating. Since the banquet is a "potluck" we ask that you bring a covered dish or dessert of your choice.

The uniform is Class A Blues, a corporate uniform, or appropriate civilian dress.

Contact Col Oestreicher at: sescap022@gmail.com



HH-52 SeaGuard from USCGC Westwind painted for polar operations



Que Sera Sera-First Aircraft to Land at South Pole



Leland Snow's Ag-Cat

(OK! So we are pushing a point but that is what a meter of global warming fallout does to you.