

Missions for America

Semper vigilans!
Semper volans!



13-15 MAY-CTWG Great Starts
21-22 MAY-Corporate Learning Course (tentative)
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

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. 7

10 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.

19 FEB-PT-USCGA

22 FEB-Emergency Services-theory and practicum
-Table Top SAREX planning

26 FEB-Table Top SAREX

08 MAR-Pastor Chuck Tyree CD seminar

01-03 APR-Tri-State SAREX

CADET MEETING

15 February, 2011

reported by

C/2Lt Brendan Flynn

The meeting commenced with the recitation of the cadet oath and a uniform inspection. Cadet BDU's are seeing steady improvement.

Capt Wojtcuk told cadets to study for their rocketry exams so that they can take the tests next Tuesday. The material for these tests may be found at the squadron website on the "Model Rocketry" page.

Cadets began building model rockets. Cadets starting the program started constructing Alphas. More advanced Cadets labored over a multistage rocket or a payload carrier.

The Cadets then attended Col Stidsen's multimedia class on the Strategic Air Command's intercontinental missile program during the Cold War. The Colonel focused his remarks on his own "bird," the Titan II.

Among the topics covered were the effects of nuclear weapons, the numbers and locations of the U.S.'s missile bases, the construction of a missile silo and its underground facilities, the layout of the crew's quarters, the crew actions that take place in launch sequence, the health and safety aspects of missile life, and a little "missile humor."

Capt Wojtcuk reminded cadets to rendezvous at the squadron before 1215 hours this Saturday to attend PT at the Coast Guard Academy.

CADET HERZOG WINS PRIZE

Cadet Michael Herzog was awarded the prize for his answers to the penultimate aircraft identification contest, Navy WWII aircraft. He chose a DVD, *Victory at Sea*, the award winning eleven hours series about naval operations in World War II which was featured on television during the 1950s.

No entries were submitted in the last contest so no award will be given. There will be no further contests.

LTCOL STIDSEN TELLS OF 8,000 HOURS UNDERGROUND

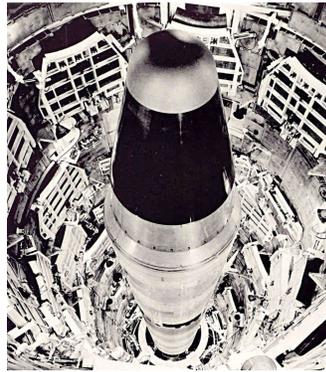
15 February, 2011

The Squadron has the pleasure of hosting LtCol Carl Stidsen as guest speaker this week. Col Stidsen was a CAP Cadet from 1957- 1961 in the MA Wing, and rejoined CAP as a Senior Member in the AZ Wing in 1972. He transferred to the CT Wing in 1973. He is currently a rated CAP Command Pilot, the CT Wing IG, and is credited with 43 years of service with CAP.



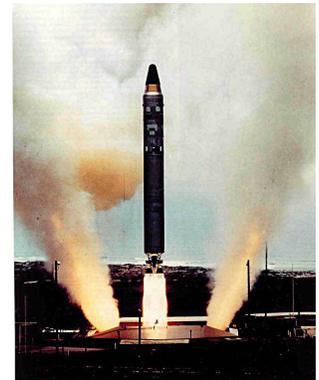
Col Stidsen check the level of 100LL in a CAP aircraft.

Contrary to some expectations, Col Stidsen logged the time underground neither as a partisan in the maquis nor as an undercover investigator for his work as CTWG Inspector General. From 1966 to 1970, the Colonel, then a young USAF subaltern, served as the member of a Strategic Air Command (SAC) Intercontinental Ballistic Missile (IBM) crew standing watch in buried silos in the Arizona desert.



In the Silo

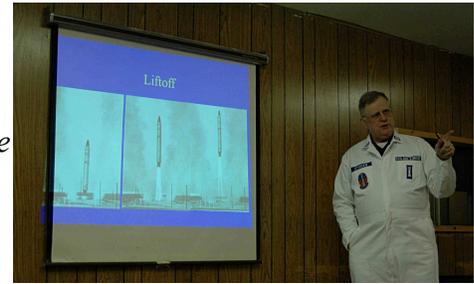
A Lift-off at Vandenberg



Col Stidsen appeared in the 1960s "missile whites" uniform and delivered an illustrated lecture entitled "On the Nuclear Bullseye" subtitled "Life on a Cold War Intercontinental Ballistic Missile Crew." The US-Soviet stand-off during the "Cold War" resulted in thousands of nuclear warheads ready for use. The employment of these devices would probably result in the end of civilization on the planet and that fact, the fact of "mutually assured destruction" was a deterrent to war, a negative sum game--no one wins!



Launch Control Center



And away she goes!

However, there was a possibility that a surprise first strike, one which destroyed ones' ability to strike back might be possible. Consequently, prime targets for the missiles and bombs were each others launch sites; the static missile crews were literally sitting on the 'nuclear bullseye.'

Fifty four of these missiles were active and eventually were augmented by 1000 solid fuel Minutemen ICBMs in four other states, the US Navy's forty George Washington class Polaris missile boats, each carrying 16 missiles, intermediate range ballistic missiles based in Europe, and the Strategic Air Command's bomber fleet, of which one third were airborne at any one time and the rest on 15 minute standby! The Russians maintained a similar posture. This is what was called the "Balance of Terror."

Launch Sequence- That's all there is to it!



Stidsen explained how sites were hardened to resist the destructive over-pressures of nuclear blasts and how crews were trained to keep the missiles on-line and launch, even after a pre-emptive attack.

Col Stidsen presented interesting details about the training and duties of the crews which manned the silos. His duty station was in the ring of launchers surrounding Tucson, Arizona. As a new second lieutenant in 1965, Stidsen assigned to the 390th Strategic Missile Wing of the 15th Air Force, Strategic Air Command at Davis-Monthan AFB, Tucson AZ, to become part of the Titan II ICBM Program. After completing Missile Technical Training at Sheppard AFB, Texas, and Emergency War Order training at Vandenberg AFB, California, he joined Crew R-114 as a Deputy Missile Combat Crew Commander . In December of 1967 he upgraded to Missile Combat Crew Commander and took over Crew R-149, which he commanded until leaving Active Duty at the end of March 1970.

The Martin LGM-25C or Titan II was the particular bird on which Col Stidsen sat alert duty. The two stage vehicle used hypergolic liquid fuel, carried a 10 megaton nuclear warhead, had an all-up weight of 338,000 lbs pushed by 430,000 lbs of thrust which gave it a range of 6300 nm. The three launch sites in Arizona, Kansas, and Arkansas were positioned so as to cover most of the eastern Soviet Union.

He later joined the USAF Active Reserve, and was assigned to the CAP/USAF Reserve Assistance Program and served in that Program for 15 years. In 1990, Major Stidsen retired from the USAF.

The Titan IIs were maintenance intensive due to their complex construction and the corrosive effect of the liquid fuel and oxidizer on the seals. Large crews were employed to keep the operating but a launch crew consisted on only four men, two officers and two enlisted technicians. Each tour of duty consisted of six hours of briefing and travel and 24 hours on alert.

By coincidence, Maj Rocketto, the Wing DAE, lived in the only house in the area, within a mile of the site, in the section now known (euphemistically) as Green Valley. At that time, the Interstate had not been built and the whole Sauharita area was deserted except for Silo 571-7, the Duval copper mine, and Maj Rocketto's hovel. Since Col Stidsen and Maj Rocketto were there at the same time, it is highly likely that they may have crossed paths on the roadway!

During the post-lecture question-and-answer session, TRCS's Maj deAndrade commented on his tour as the first rated aviator to be assigned to a Minuteman III ICBM site, Malmstrom AFB, Montana. Differences between the liquid fueled Atlas and the solid fueled Minuteman were discussed.

SENIOR MEETING

15 February, 2011

LtCol Bergey briefed the assembly on the planned exercises in our upcoming table-top SAREX. The meeting adjourned to attend the Stidsen aerospace education lecture on cold war Titan II operations.

ERRATUM

In the last Coastwatcher inadvertently confused the two "Scotts." Jay Scott Farley was promoted to Captain, not Scott Owens.



Scott Farley in a pensive mood! Waiting, no doubt, for Coastwatcher announcement of his promotion to Captain.



Scott Owens was promoted to First Lieutenant on 31 December, 2010.

LT MILLER COMPLETES SQUADRON LEADERSHIP SCHOOL

Squadron Logistics Officer, Lt Edward Miller has completed the CTWG Squadron Officers School (SLS) which was held last weekend. The SLS is a required step for achieving Level II, the Davis Award, in CAP's professional development program.



Lt Miller makes the point that if you think your meeting trailer is cold, go into the logistics trailer.

TABLE-TOP SAREX

The Squadron is planning a table-top SAREX for Saturday, the 26th of February for aircrews. Tentative plans for the morning are to use computer simulation on a G1000 or GX55 program to carry out assigned tasks and practice switchology and communications techniques.

The afternoon will be a training flight or two over a typical SAREX profile. The flight will be financed by crew contributions.

The tentative plan follows:

0900 – 1100 G1000/GX55 Mission Training on Computers

1130 – 1300 Sortie in either 771CP or 9704E (cost between \$30-40 per person if crew of three)

1330 – 1500 Sortie in either 771CP or 9704E (cost between \$30-40 per person if crew of three)

1500 – Form 5 Mode/Neilson 9704

Col Bergey requests that interested members contact him and answer the following questions:

1. Interested in Computer training? Yes or No
2. Interested in flying and pitching in three ways for 1 or 1.5hrs of flying on a “B” mission? -Yes or No
3. If interested in flying, what are you particularly interested in practicing – ELT, patterns.....? & in what seat on aircraft?
4. If flying which is more important to you-G1000 182 or Steam Gauge 182 if we “can or have to” choose.

CORPORATE LEARNING COURSE

A weekend Corporate Learning Course (CLC) is tentatively scheduled for 21-22 May. The CLC is required for earning the Grover Loening Aerospace Award, emblematic of achieving Level III in the CAP Professional Development Program. Detailed information will be forthcoming.

AEROSPACE CURRENT EVENTS

UAV Operations in National Airspace

The Federal Aviation Administration (FAA) is studying proposals to designate airspace for unmanned aerial vehicle (UAV) training and to integrate UAV operations in the airspace over the United States. Legislation may be introduced to require Air Force and NASA input into the project.

Air France 447 Wreckage Sought

A fourth effort to find more wreckage from the Air France A330 which crashed off the coast of Brazil in 2009 will commence next month. New robotic

submersibles will be employed in the search. The operation will be carried out by personnel and vessels from the Woods Hole Oceanographic Institution located on Cape Cod.

Collier Trophy Nominees Named

The National Aeronautic Association has announced the names of the nominees for the 2010 Collier Trophy. The trophy is awarded for "the greatest achievement in aeronautics or astronautics in America" during the year.

Connecticut's Sikorsky Aircraft Corporation's X2 Technology Demonstrator Team is the "home-state favorite. Another interesting nominee is General Aviation for the Haiti relief effort.

Other nominees are the Boeing C-17A Globemaster III Team, the X-51A Waverider Team, the MC-12W Liberty Team, the Orion Launch-Abort System Development Team, and The Automatic Ground Collision Avoidance System Fighter Risk Reduction Program Team.

The winner will be announced on March 15th.

Stardust Spacecraft Images Impact Site.

The *Stardust* spacecraft sent to study Comet Tempel I has returned images of the impact crater left by a probe from the *Deep Impact* spacecraft in 2005. The data is under analysis and a more detailed report is expected within the month.

Boeing Studies Options in the 737 Airliner Niche

Boeing is examining two options to fill future order books. One possibility is a "next generation" variant of the extraordinarily successful 737 series which will meet the challenge of the re-engined Airbus A320 and possible market entrants from Brazil's Embraer or China's Comac.

A second possibility is that Boeing may go with a completely new aircraft. Studies are underway examining engines, materials, and other technological improvements which might lead to a more efficient and competitive airliner.

AEROSPACE HISTORY

21 FEB, 1921-Lt W.D. Coney makes the first one-stop transcontinental solo flight from San Diego, Calif. to Jacksonville, Fl. in a DH-4B.



The DeHavilland DH-4

Although a British design, some were constructed in the United States and this was the only US built aircraft in Army service in World War I.

Blow this picture up and read the order from the Chief of the Air Service!

22 FEB, 1987-First flight of Airbus A320 introducing fly-by-wire control to the commercial market.

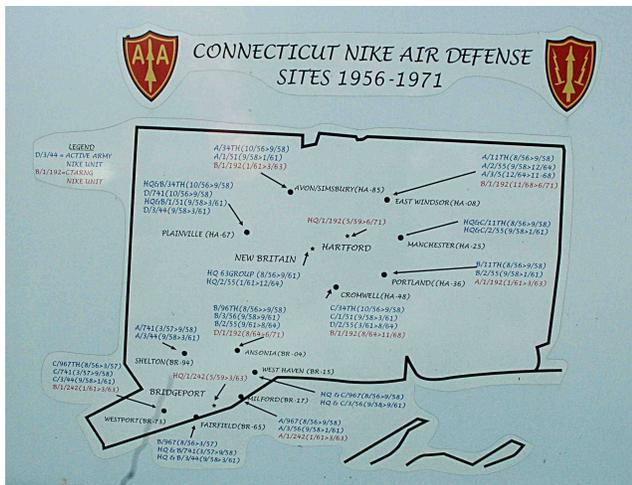


23 FEB, 1909 -The Silver Dart is the first airplane to fly in Canada.

24 FEB, 1939-Pan American Airlines accepts the first Boeing 314 Clipper.

25 FEB, 1956-The first launch of the prototype Nike-1 surface to air missile is made at White Sands Missile Range.

Nike-Ajax at Camp Niantic memorializes the CTNGs 1st Battalion, 242nd Artillery and the 1st Battalion, 192nd Artillery. The plaque below shows the Connecticut sites of Nike missile batteries during the Cold War.



26 FEB, 1946-The Eighth Air Force ends its World War II operations in England.



Over 26,000 combat dead and 17 Medals of Honor

Tail Markings of 8th AF B-17s

