

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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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 may be indicated on the schedule below. See website for updates.

26 APR-Squadron Meeting
30 APR-half day (morning) work party
30 APR-01 MAY-Corporate Learning Course

10 MAY-GON airport security program
13-15 MAY-CTWG Great Starts
28-30 MAY-Long Island Sound Patrols

03-05 JUN-Mini-Encampment-Stratford
03-05 JUN-Red Cross Exercise
03-05 JUN-CT/RI USAF Evaluation
19 JUN-Open Cockpit "Day-NEAM
21-25 JUN-National AEO School
30 JUN-First draft IG evaluations due
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 National Summer Conference
22-24 SEP-AOPA Summit-Hartford
22-23 OCT-CTWG Convention

CADET MEETING NOTES

19 April, 2011

reported by

C/1Lt Brendan Flynn

The meeting commenced with drill. Column of files was introduced and practiced, and flanks, to the rear, columns, and facing movements were reviewed.

The balance of the meeting consisted of Emergency Services training. Cadets displayed their 24-hour gear to Major Bourque, assisted by two cadet SET's, C/2Lt Wojtcuk and C/1Lt Flynn. Cadets who were ready were signed off. Others were told how to obtain what they still required for their packs. Many cadets need a triangular bandage, which is used to make a sling. This simple piece of cloth may be purchased at pharmacies or may be homemade.

Following the assessment of 24-hour gear, cadets were individually tested on other tasks such as hot and cold weather injuries, and aircraft search clues.

Capt Wojtcuk talked to cadets about prioritizing their activities. School comes first. Be selective in other activities. However, don't stop coming to meetings.

Capt Wojtcuk reminded cadets that we will have PT at the USCGA this Saturday. The caravan will leave our squadron at 0815 hours sharp.

Cadets were reminded that safety training data had been uploaded to eServices, so that the safety test is optional.

Senior members are trying to establish O-flight replacement dates to replace the recent rainouts.

An awards ceremony concluded the meeting. Cadet Timothy Chartier received a certificate for his first orientation flight, and C/SSgt Drew Daniels received his belated certificate. C/1Lt Brendan Flynn received his community service ribbon for 72 hours of service at the Star of the Sea Coast Guard Training Center Chapel in Cape May, NJ. C/2Lt Alexis Wojtcuk received a bronze clasp for the red service ribbon symbolizing five years of membership.



Daniels in the prone position.



Ray fires sitting.

DANIELS AND RAY TRAIN WITH AR-15 RIFLES

C/SSgt Daniels and C/A1C Ray attended the Connecticut State Rifle and Revolver Association's High Power Clinic for Juniors at the Bell City Rifle Club on 16 April. Although this was not a CAP sponsored event, Cadets were notified about it as part of the Wing Rifle Safety and Marksmanship program.

The Cadets and 24 other participants were briefed on the CSRRA High Power Program and then instructed on the safe operation of the AR-15 rifle.

Daniels and Ray were teamed together and coincidentally, assigned Maj Rocketto as coach.

They then fired 25 rounds slow fire in the prone and sitting position at a range of 200 yards.

At the conclusion of firing, participants were treated to a barbeque lunch of sausage venison patties, burgers, and hotdogs with the traditional sides and drinks.

Each participant was also presented with a certificate stating that they had successfully completed a high power clinic conducted under the auspices of the Civilian Marksmanship Program.

SENIOR MEETING NOTES **19 APRIL, 2011**

Capt Noniewicz informed the membership about the current status of our radio system. At the present time, we have two very high frequency (VHF) radios, one of which is connected to an antenna and operational. The Squadron also has a high frequency (HF) ALE digital radio which

requires an antenna installation. ALE stands for Automatic Link Establishment, The ALE system improves the ability of an HF net to establish and maintain contact in spite of unfavorable atmospheric conditions or interference from other signal sources.

The Squadron considered the upcoming SAREX which will be a concurrent Air Force evaluation and a Red Cross exercise. The details about the Wing's incident command staff will be a subject for a future training session.

Maj Neilson led a discussion about the classification of the national air space and the requirements for flight operations which cross various classes during both visual and instrument conditions.

CORPORATE LEARNING COURSE

30 April-01 May

A Corporate Learning Course (CLC) will be held at the end of the month.

The Corporate Learning Course (CLC) discusses the relationship the CAP squadron has with the next major echelon of command -- the wing. Specifically, CLC discusses how wing-level operations help to accomplish CAP's three missions of aerospace education, emergency services, and cadet programs. It describes the working relationships wing staff officers have with each other, and their squadron level counterparts.

This course is a requirement for attaining Level III of the CAP Professional Development Program. An email has been sent to each TRCS officer who may need this course.

Interested officers should contact the Wing PDO, Glen Dains at glendains@gmail.com.

AEROSPACE CURRENT EVENTS

USAFR in Mexico

The 302nd Airlift Wing, Air Force Reserve, Peterson AFB, Colorado, flew three missions to Mexico this week. Their mission: assist in suppressing the wildfires raging in the State of Coahuila

The Air Force Reserve Lockheed C-130s have been equipped with the U.S. Forest Modular Airborne Fire Fighting System (MAFFS). MAFFS can be installed in a C-130 without altering the structure and converts the Hercules into "aerial fire engine"

The older system consists of a pressurized tank which can dump 3,000 gallons of water or retardant in five seconds. The liquid is delivered through two tubes which run out the open rear ramp. The drop can cover a swath 1,500 feet long and 600 feet wide.

MAAFS II, a newer system has a slightly larger capacity but the liquid can be pressurized while in flight which reduces turn-around time and then dumped through a special nozzle in the paratroop door and allows the aircraft to maintain pressurization in flight.



MAFFS Equipped Hercules
(U.S. Air Force photo/Airman 1st Class Blake Mize)

US Navy On Board French Aircraft Carrier

Four US Navy officers are serving aboard the French nuclear powered aircraft carrier *Charles de Gaulle*. The ship is in the Mediterranean supporting NATO activities in Libya.



FS Charles de Gaulle

Lt Patrick Salmon and Philip Hoblet are flying a strike aircraft and a rescue helicopter. Lt Kyle Caldwell is a catapult systems specialist, and Commander Matthew Hogan is a staff officer. The officers are part of the French Personnel Exchange Officer Program and assigned to France's *Marine Nationale*. Naturally, each of them must be comfortable in both spoken and written French.



Dassault Rafale (Squall) in foreground and a Dassault-Breguet Super Entendard (Battle Ensign) in the background form the fighter and attack forces on board the Charles de Gaulle.



Eurocopter's SA365 Dauphin 2 serves a plane guard and transport. A Dauphin is the oldest son of a French king and heir apparent to the throne.



Early warning and airborne control is provided by the Grumman E-2C Hawkeye.

The United States operates the Defense Languages Institute in Monterey, California. Many US servicemen and officials receive training and may receive Associate of Arts degrees in one of the more than 40 languages which are taught. The four officers aboard the *Charles de Gaulle* are all fluent in French and continuously improve their language skills during their current tour of duty.

Since the French navy only operates one aircraft carrier, they maintain no separate training facilities of carrier operations. Consequently, their carrier pilots train in the United States at Pensacola, Florida and Meridian, Mississippi.

PiperJet

Piper Aircraft brought a mock-up of the Altaire, its entry into the small jet aircraft market to Columbia Air Services at Groton on Wednesday.



Fuselage Mock-Up and Planform

The Altaire will be powered by a single FADEC controlled Williams FJ44-3AP 2,5000 pound static thrust turbofan. The six to seven seat aircraft has an anticipated cruise speed of 360 knots, a range of 1,300 mile with a 45 minute reserve, and an maximum altitude of 35,000 feet. It will be equipped with the Garmin 3000 touch screen avionics suite and synthetic vision.



Garmin 3000 Panel



Joel Suisman, George Constantine, Action Air's John Rutledge, and GON Tower Chief Chet Moore consider the Altaire's \$2,500,000 price tag.

AEROSPACE HISTORY

22 April, 1930-Harold Pitcairn and his associates are presented the Collier Trophy by President Herbert Hoover for developing and demonstrating the autogyro.

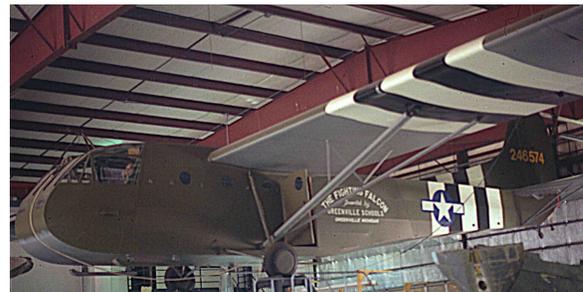


Pitcairn AC-35 Autogyro

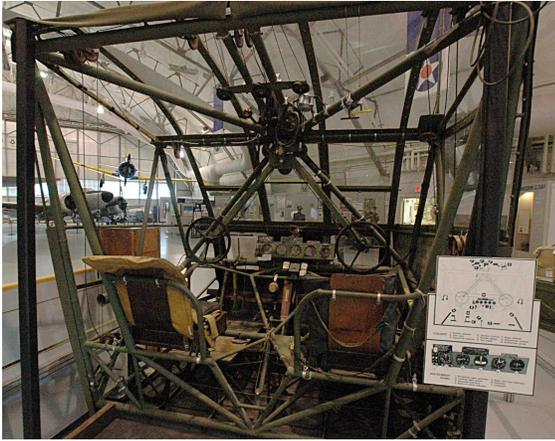
This 1935 design developed at the behest of the US Department of Commerce differed in that the rotor could be spun-up by an engine and then de-clutched for a "jump" takeoff. The rotors could be stowed and the rear wheel was powered to make this craft into a "roadable" vehicle!

23 April, 1935-A Pan American Airways Sikorsky S-42 captained by the legendary Edward Musick lands at Alameda completing the first California-Hawaii-California survey flight.

24 April, 1946-Winged Cargo Inc. inaugurates freight service utilizing a Douglas C-47 towing a WACO CG-4A.



D-Day Recognition Stripes Mark WACO CG-4A at Air Material Command Museum, Dover AFB



Now this is a glass cockpit!
"Plexiglass Cockpit" of the CG-4A



Me-242B Schwalbe (Swallow) at the Delaware Valley Historical Aircraft Association, Willow Grove, PA. This Swallow is a two seat trainer and it has be restored and now displayed indoors.



Douglas C-47A Skytrain at Dover. These aircraft often acted as tow planes for the CG-4s.

26 April, 1972-The Lockheed L-1011 Tristar ends scheduled service on Eastern Airlines Miami-New York route.



Eastern Airlines Tristar

25 April, 1945-The last US bombing raid in the European Theatre occurs when B-17s attack the Skoda Works in Pilsen, Czechoslovakia. An Me-262 becomes the last German aircraft shot down.



*EAA's Boeing B-17G Aluminum Overcast
 The B-17 was the bomber flown by the First Division of the Eighth Air Force to Pilsen.*

27 April, 1947-The Douglas DC-6 enters passenger service when American Airlines Flagship Illinois commences operations on the Chicago-New York route.



Regency Douglas DC-6 Taking Off.

28 April, 1936-A Pan American Airways S-42 arrives in Hong Kong completing the first commercial transPacific trip.

29 April, 1964-BOAC introduces the Vickers VC-10 into regular passenger service on the London-Lagos, Nigeria route.



British Overseas Air Corporation-Cunard Super VC-10 at Duxford.

COMMENTS ON MISSION TO PILSEN
Strategic Bombing Decisions Have Political Overtones

The decision to bomb the Skoda Armament Works was not purely military. Skoda produced artillery, ammunition, and tanks but the war was almost over but it was highly likely that the current production would never reach the front. Moreover, the plant was staffed by some 40,000 Czech and foreign workers and the sensibilities of the Czech population had to be taken into account.

On the other hand, the Soviet army was advancing on Pilsen and it was evident that they would occupy the region. Their practice was to confiscate the heavy machinery and goods from the occupied territories and ship them back to Russian where they would be used to rebuild the economy. The Skoda machinery would end up producing weaponry for the Soviet army.

The British and American leadership did not want to see this occur. General Eisenhower issued the orders to bomb the Skoda works with the intent of depriving the Russians of their booty and possibly deterring their westward drive.

In order to protect the civilian workers, a warning, unprecedented in World War II, was issued. On the day before the raid, P-51s dropped leaflets cautioning the workers about the attack. That evening and on the next morning, the British Broadcasting Company transmitted messages to Pilsen, telling the workers to stay away from the plant until the afternoon. Of course, this also alerted the German defenses.

On the 25th, the First Air Division of the Eighth Air Force dispatched three bomb groups and over 180 P-51 fighter escorts to Pilsen. Flying Mission 364, the 303rd Bomb Group, Hell's Angels, consisting of the 358th, 359th, 360th, and 427th Bomb Groups were assigned the primary target. They put 41 aircraft over the target and dropped 100 tons of bombs with good results returning to base in just over nine hours. The German fighter defense was nil and one B-17 was lost to flak.



B-17 G, Yankee Doodle II at the Eighth Air Force Museum, Barksdale Air Force Base, Bossier City, La. The plane bears the "Triangle C" of the 303rd Bomb Group (Heavy). The BN indicates that it belongs to the 359th Squadron. The aircraft serial number on the tail indicates that it was accepted in 1944.