

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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Vol. V, No 17

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

30 APR-half day (morning) work party  
30 APR-Orientation Flights  
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

*26 April, 2011*

*reported by*

*C/1Lt Brendan Flynn*

Cadets practiced To the rear, columns, flanks, column of files, right step, double time, quick time, open and close ranks, in the pre-meeting drill.

In order to to help the cadets run the meetings Capt Wojtcuk gave a class on planning aerospace lessons. She presented several model lesson plans and advised that the following steps be followed.

Use the "National and Technical Standards" chart, to determine the learning objectives.. These are found in the second edition modules. If you do not have the second edition modules, you may download them off eServices. Cadets should also use the "learning outcomes" section, found in the beginning of each module, to construct a teaching outline. Break up your outline enough to easily move from topic to topic during your class. Highlight the topic sentence and supporting words in each paragraph.

In addition, look up words the meaning of technical words and know how to pronounce them.. Define unusual vocabulary immediately when teaching.

## SENIOR MEETING NOTES

26 APRIL, 2011

Cadets should use all the activities at the end of each chapter and as much “hands on” as possible. For example, if you would like to use an actual CAP airplane to explain the parts of an airplane, request it! If you cannot use an actual airplane, photocopy or draw one, and leave the key to the parts blank which can then be filled in during the lesson. Another idea is to use a "jeopardy" style trivia game to teach a different topics.

If you are overwhelmed by the course material, you can send out an email and request a volunteer to help put together an activity. Make sure you stay in contact with your volunteer to make sure they have the project ready. Another idea is to use a "jeopardy" style trivia game to teach a different topics.

Finally, be prepared more than a month in advance. Get in touch with the lesson officer, C/TSgt Shultz, if you have any questions.

Cadets and Capt Wojtcuk discussed the details of the Cadet schedule, and testing was administered.

Maj Noniewicz told cadets that another glider flying weekend was under consideration and polled the cadets for interest. Approximately a dozen cadets indicated that they would like to attend.

Maj Noniewicz also informed cadets about the June 4th SAREX, to be held in Hartford in cooperation with the American Red Cross.

An awards presentation concluded the evening. Cadet Jeffery Bourque, who has completed the Arnold Achievement, was promoted to Cadet Airman First Class.

*Maj Noniewicz and  
Capt Wojtcuk attach  
Cadet Bourque's new  
rank insignia  
(deAndrade photo)*



Maj Noniewicz briefed the squadron on the Incident Command System's (ICS) function within the National Incident Management System (NIMS). The system is designed to coordinate emergency service responders from the many participating agencies and organizations.

The ICS is a scalable organization table which can be employed to manage emergencies from the local to the national level. The Incident Commander directs a Command Staff which handles safety, liaison among participating organizations, and public information. His general staff work are more directly involved in controlling the tactical and administrative functions.

Administrative offices, headed by Chiefs are planning, logistics, and finance and administration. The tactical office deals with field operations. For example, a typical CAP employment might be direct involvement in air and ground operations. The Air Ops Chief might organize air crews as strike forces or if conditions warrant, establish geographic divisions.

During an incident, the initial planning establishes the structure of the mission. Objectives are established and the tactics are chosen which will most probably achieve the objectives. Planning takes place which examines the human and material resources available; e.g., crew availability and qualification levels, aircraft, fuel, communications, and food. Responsibilities are assigned and field mission commences.

With practice, the ICS will allow CAP to develop the coordinated teamwork for the successful completion of the myriad of missions to which we might be assigned.

## **MEET A MEMBER**

“Meet A Member” is an ongoing feature in which squadron seniors are interviewed by a cadet for background in aviation, work with CAP, and some details about their life outside of CAP. This week's feature highlights one of TRCS's most experienced and qualified CAP members.

***Major John deAndrade***  
***by***  
***C/1Lt Brendan Flynn***

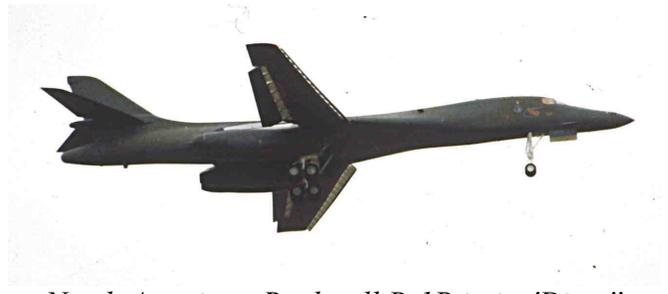


*Major John S. deAndrade*

Major John deAndrade and I braved snowplows and frigid temperatures last winter to meet for an interview at the Groton Library. After we had found a quiet corner in the lonely "Teenscape Room", I asked Major deAndrade how he became interested in aviation. "I was always interested in aviation. I can remember the exact moment," he said, grinning. "I was nine years old, and I was in the back of my parents' station wagon playing with an F-15 model. I can also remember coming back from a ski trip, when we flew in a Delta Airlines L-1011. From then I pursued being a pilot and as an option, I also considered the law.

Next, I asked Major deAndrade about his educational background. "I went to the United States Air Force Academy. My major was engineering mechanics, and I got a Master of Science in Aeronautics at Embry-Riddle." He then related that he spent twelve years in the Air Force," For personal reasons, I inquired whether he would pursue the same major if he could go back. He replied that he would go into engineering management.

As a military dependent who has moved around a lot, I asked Maj deAndrade what he did in the USAF and where he served. He answered that he has served in Montana as a missile launch officer, and in Texas as a B-1 pilot. The Major then added that he was also stationed in South Dakota, California, Guam, Japan, and England. "I also went into the Middle East as a pilot and planner for Operation Enduring Freedom but my favorite station would have to be California," he said, with a wide smile. "That was fun."



*North American-Rockwell B-1B in its 'Dirty'  
Landing Configuration*

We then explored his Civil Air Patrol career. "I started CAP in Texas back in 2000," he told me. "Another pilot suggested it to me. We had a great time down there. We flew a lot. I also was in CAP in Georgia before coming to Connecticut."

deAndrade then related some of his qualifications in CAP. He is a fully checked out pilot, and an instructor \also but “I’m not checked out in gliders and that’s something I want to do. It would be great to be a glider instructor.”

In the world outside of CAP, Major deAndrade is a pilot for Delta Airlines currently flying the Boeing-McDonnell Douglas MD-88 and MD-90. He has also just received his Boeing 757/767 rating.



*Delta MD-88 Climbing Out*

The relationship between his military background and his present position with the airlines seemed to be an interesting topic to consider so I asked how had the military helped him in his airline career. He answered, "The military makes great pilots. It's the best pilot training you can get.--It's worth two million dollars. My military training is the reason Delta hired me. Delta triples military flying time over regular time when they're looking at your resume.

"

I followed up with more personal questions. "How did you come to settle down in CT and how did you end up at our squadron?" I asked. "Connecticut, first off, is close to family, but a Home Depot managerial job brought me here.

Next I asked him if he had any hobbies other than flying. "I golf, play tennis and I like to hike. I like being out in nature," he said, counting off activities and trying to think of more. "I have hiked all of the Appalachian Trail in Connecticut.

He had some advice for cadets who might wish to pursue a career as a pilot. "Getting your solo is the first thing, but a private license means everything," Major deAndrade said. "Fifty percent of the people who go into a military flight school without it don't make it but only twenty-five percent of those who *do* have a license fail. If you are a military pilot, you don't have to worry as much about flight time. There's the military way or the civilian way to go into the airlines; if you go civilian you have to build a whole lot of time as a co-pilot. Gliders help, too," he advised. "Being a glider pilot teaches you good aviation skills. The Air Force Academy has a summer glider program and solo program. You can apply to be an instructor at one after you complete it.

My final question was quite broad, and Major deAndrade had to think for a minute. "What was the most challenging, instructive, or fun leadership position you have held throughout your careers?" I inquired. I apologized for the vastness of the question, and he said, "That's okay..." thinking some more. "The most fun would be the first time I flew as an aircraft commander," he began. "It felt like a solo all over again. The most challenging was when I was a flight lead. I was in charge of fifteen planes. A hard challenging decision was when I had to decide if we should drop bombs on a target in Afghanistan. I didn't give the direct order but my commander would do what I advised."

That concluded the interview.. We shook hands and I thanked Major deAndrade for his time. We then went out to the snowplows, broken mailboxes, and cold once more.

### **Editor's Note**

Former TRCS Cadet Commander Eric Nelson earned his private before entering the USAF Academy. While at the Academy, he served as a glider instructor. After graduation, Lt Nelson was assigned to the Euro-NATO Joint Jet Pilot Training

Program at Sheppard AFB where he is presently training to be a rated USAF pilot.



*Nelson in a "Blanik TG-10*



*Video Frame-Moving Rail Cars*  
*(photos by Scott Owens)*

## **AEROSPACE CURRENT EVENTS**

### ***Endeavour Scheduled for Friday Launch***

The last flight of the *Endeavour* orbiter is set for launch on Friday afternoon, The *Endeavour* will carry the Alpha Magnetic Spectrometer to the International Space Station (ISS). The instrument is expected to add to the data which might be analyzed to determine details about the physical properties of the universe but has been criticized. This will be the 36th shuttle mission to the ISS and a 14 day stay is planned.

### ***New Light Plane Record***

Douglas Cairns, a former Royal Air Force pilot who had to leave the service when he was diagnosed with diabetes, sent a new speed record for a flight from Point Barrow, Alaska to the North Pole and return. Flying a Beechcraft Baron solo, Cairns flew to the pole, circled it, and then landed at a Russian ice camp, completing the 1,3000 mile flight in eight hours and 20 minutes. Cairns then flew back to Point Barrow in six hours and 20 minutes with the aid of strong tailwinds.



## **PHOTO TEST MISSION**

*22 April, 2011*

Maj Neilson and Lt Owens flew Friday to test some CAP capabilities and equipment for the National Guard. Both still and video imagery was collected.



*Still-New London Armory-Bayonet Street*



*Beech Baron*

Clipper Liberty Bell, completes a passenger carrying round the world flight in 1d, 22h, 26m. on the JFK-New Delhi-Tokyo-JFK route.

*Boeing 747 Flight Engineer's Panel*

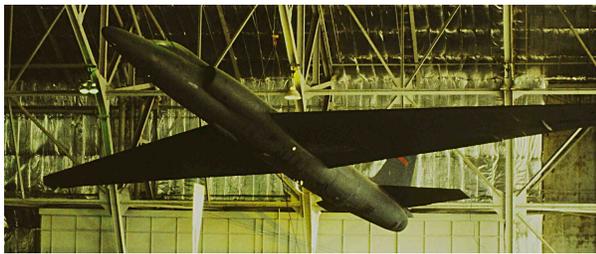
May 4, 1957-Three Lockheed P2V Neptunes of the Royal Australian Air Force completed the first round the world flight for the RAAF.



*Australian P2V-5*  
(photo:pv2neptune.org)

**AEROSPACE HISTORY**

May 1, 1960-A Lockheed U-2 piloted by Francis Gary Powers is shot down by a SAM over the Soviet Union.



*U-2A 66722 in USAF Museum*

May 5, 1968-A Grumman Gulfstream II makes the first non-stop Atlantic crossing for an executive jet flying from Teterboro, N.J. to London.



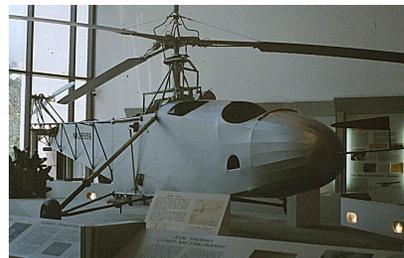
*Grumman Model 1159, the Gulfstream II*

May 2, 1952-A BOAC DeHavilland Comet I inaugurates the first regularly scheduled passenger carrying flight flying from London to Johannesburg, South Africa.



*DH 106, the Comet IV at the Imperial War Museum, Duxford*

May 6, 1941-Igor Sikorsky, flying his VS-300 at Stratford, CT sets a world helicopter endurance record of 1h 32m 26s.



*VS-300 at the National Air and Space Museum, The Mall, Washington, D.C.*

May 3, 1976-A Pan American Boeing 747SP,

