

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.

13-15 MAY-CTWG Great Starts-Camp Niantic
14 MAY-O Flights-Danielson
21 MAY-CTWG RST Training
21 MAY-EAA-Aerotech-HFD
24 MAY-Meeting
28 MAY-Cadet Drill and Rockets 0900-1500
28-30 MAY-Long Island Sound Patrols
31 MAY-Meeting

03-05 JUN-Red Cross Exercise
03-05 JUN-CT/RI USAF Evaluation
10-12 JUN-CTWG Mini-Encampment-Stratford
18 JUN-RST Make-Up
19 JUN-Open Cockpit "Day-NEAM
21-25 JUN-National AEO School
30 JUN-First draft IG evaluations due
09 JUL-CTWG Encampment Training-Wing HQ
09-16 JUL-RSC-McGuire AFB
09-16 JUL-Cadet Ldrshp School-Concord, NH
15-16 JUL-Mini-bivouac-ES and Drill
23 JUL-07 AUG-NESA (two sessions)
07-14 AUG-CTWG Encampment
13-20 AUG-Reg. Cadet Ldrshp School-McGuire
17-20 AUG-CAP National Summer Conference
10 SEP-Multi-Squadron SAREX-Tentative
22-24 SEP-AOPA Summit-Hartford
22-23 OCT-CTWG Convention
24 SET-Cadet Ball-Courtyard Marriott, Cromwell

CADET MEETING NOTES

10 May, 2011

reported by

C/1Lt Brendan Flynn

The meeting opened on the drill field and a number of standard movements were practiced.

Capt Wojtcuk taught a character development class on competency. This began with General Norman Schwarzkopf's definition of competency as the essence of responsibility: knowing, and doing what is expected. Cadets discussed why competency is important to character in general and to CAP.

Capt Wojtcuk then went over the squadron cadet goals, newly posted on the bulletin board. Senior member aerospace mentors were also considered and cadets wrote down their assigned mentor contacts.

Capt Wojtcuk and Maj Bourque went over plans for the Danielson squadron's May 20-22 bivouac and the June 3-5 Red Cross/USAF Eval SAREX. Our squadron will most likely participate on Saturday, June 4th in the Red Cross SAREX.

Cadets were informed of the following events: the June 19 open cockpit day at the New England Air Museum, the May 28th drill/rocketry day (0900-1500 hours), the Sept 24 Cadet Ball at the Cromwell Marriott, and the wing conference on October 22-23.

C/TSgt Schultz taught a leadership class on communication. This class covered the CAP definition of communication and its basis, communication's importance in leadership, how to communicate effectively, when to use verbal or nonverbal communication, and attributes of good communicators.

An awards ceremony concluded the meeting. Cadet Timothy Chartier was awarded the volunteer service ribbon and bronze clasp for 159.25 hours of service at the Waterford Animal hospital. Cadet Drew Daniels received the Eddie Rickenbacker achievement and was promoted to Technical Sergeant.



Cadet Chartier receives a volunteer service ribbon with bronze clasp.



Cadet Daniels promoted to C/TSgt

SENIOR MEETING NOTES

*Commander's Call
10 MAY, 2011*

Squadron Commander Noniewicz briefed the officers on the Wing Commander's Call.

Major Noniewicz also reviewed the upcoming summer flying season: Long Island Sound Patrols (LISP), ETHOS (homeland security missions), Counterdrug, and orientation flight schedules.

The problem of assembling crews and scheduling aircraft was discussed. The issue of properly filling out flight forms and the status of the life jackets and life raft were also covered.

LtCol Doucette announced that the LISP will be flown by crewing from "hubs." Thames River, Danielson, and New Haven squadrons form one hub. The other two hub centers are located at Hartford and Danbury. Thames River will open the season by taking the Memorial Day weekend flights.

Major Noniewicz, the Safety Officer chose as his topic the CAP definitions of mishaps, accidents, and incidents and the procedure to follow if reports must be filed.

Capt Lintelmann, Finance Officer, reported that our last electrical bill was substantially higher than expected. The cause may have been that the heaters were not turned off after a meeting last month and they ran all week. Members are cautioned that the last person to leave must **TURN OFF ALL HEATERS AND AIR CONDITIONERS.**

Maj Bourque, Emergency Services, announced that Danielson was holding a bivouac on the 20th of May and TRCS cadets may attend.

LtCol Wisehart stated that the latest version of the Subordinate Unit Inspection (SUI) reports are on the website and that any officer responsible for one

of the reportable areas should file a preliminary report by the end of June.

Maj Rocketto presented a brief introduction to the Nikon D90 camera and the card reader used to download imagery from the camera memory to a computer. The equipment was tested last week and proved satisfactory.

ORIENTATION FLIGHTS

07 May, 2011

Maj Neilson flew three cadets on Orientation flights on Saturday last. Cadet Daniels flew Syllabus 7, Cadet Pacquin flew Syllabus 10, and Cadet Ray flew Syllabus 9. All three cadets also received 99 flights.

TRAILER MAINTENANCE

07 April, 2011

Hap Rocketto, 2nd Lt, AUS, Ret'd. repaired the railing on the front door and temporarily secured the trailer skirting to the left of the door.



AEROSPACE HISTORY

The following article is a continuation of our series on notable air missions. This is Part II of article which appeared in last week;s Coastwatcher.

Breaching the Dams

Operation Chastise

16-17 May, 1943

Part II

Execution

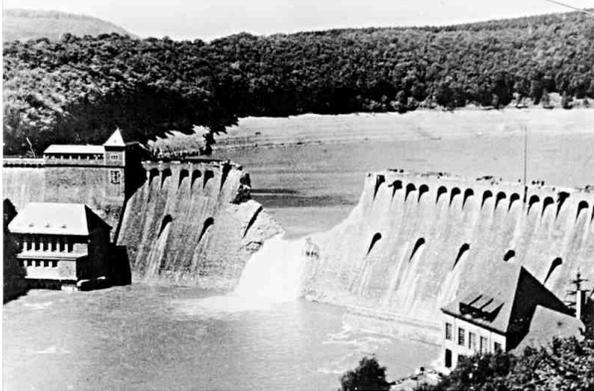
On 17 May, 1943, as darkness fell on Scampton, an RAF base in Lincolnshire, 19 Lancasters carrying 133 crewmen departed in three waves. The first wave, consisted of Gibson commanding nine aircraft in groups of three headed for the Möhne Dam as the first objective and the Eder as the second. A second wave of five aircraft were bound to the Sorpe. Five aircraft in the third wave was designated as reserve, to attack the primary and secondary targets if necessary but with three other dams as tertiary targets; the Schwelm, Ennepe and Diemel. The attack force flew at 100 feet above ground level and followed different routes. The run-in fared poorly. Two aircraft were shot down, two aborted due to malfunctions, and one ran into high tension lines and crashed.

Gibson with eight aircraft reached the Möhne Dam and commenced the attack. Gibson, who had fruitlessly bombed first, then flew dry runs with each successive attacker in order to draw off the flak. It took five bombs and one lost aircraft to breach the dam.



*AJ-N captured by Pilot Officer L.G.Knight,
successfully breaching the Möhne.
(Painting by Robert Taylor)*

The three remaining aircraft still armed with bombs then headed for the Eder and managed to destroy it with their last weapon. Both dams were severely damaged and the valleys downstream were flooded, destroying property and killing some thousands of people, half of whom were allied prisoners of war or forced laborers.



*The Eder, the day after.
(Bundesarchiv Photo)*

Three aircraft from Wave Two reached the Sorpe Dam. The Sorpe was an earth dam, quite different from the Möhne and Eder which were concrete gravity dams. Wallis had calculated that it was least likely to be destroyed. The bomb run was different, made parallel to and over the dam and the final result was a 60 foot break in the top which somewhat reduced the capacity of the reservoir but was easily repaired.

When notified of the successes at the Möhne and Eder, the reserve force headed for the Sorpe and the last three dams. One bombed the Sorpe with no results, one failed to drop due to fog, one may have actually bombed a dam not on the target list due to navigational difficulties and two aircraft were shot down.

The return flight was fraught with dangers. At least one more aircraft one shot down and another may have hit high tension lines and crashed. One of the bombers struck the sea, scooped up a prodigious amount of water through the open bomb bay, staggered upwards as the water drained but made it back. Three of the shot down crew were captured but 617 Squadron wrote off eight aircraft and Gibson wrote 53 letters of condolence to the next of kin of his dead squadron mates.

Aftermath

In the long run, an analysis of the effects of the raid showed that the damages were less than the original assessments indicated. The German electrical grid was more flexible than thought and energy was rerouted from other sources. The damage and death toll were considerable, war production was slowed for a time, but the morale effect was very positive for the British, coming at the same time that the Axis forces were defeated in Africa.

Interestingly, international law now forbids attacks against dams, dikes, and water supplies.

Guy Gibson was awarded the Victoria Cross and went on to further distinguish himself until he was killed while flying a Mosquito while acting as Master Bomber for a Main Force raid. The plane ran out of gas due to a fault in the fuel line selector. At his death, Gibson was 26 years old.

Barnes Wallis went on to build bigger and bigger bombs. His Tallboy and Grand Slam earthquake bombs weighed in at 12,00 lb and 22,000 lb respectively. These were used to destroy railroad tunnels aqueducts, and other hardened targets. Of note is the 617 Squadron attack which used Tallboys to sink the battleship *Tirpitz*.

Roy Chadwick continued designing large military and civilian aircraft for Avro. He was killed in a crash of the prototype of the Tudor airliner. Maintenance had hooked up the ailerons in reverse.

In the 1950s, Paul Brickhill wrote a popular book about the raid which was made into a motion picture. The main criticism of the film was that it was somewhat melodramatic and portrayed Wallis as a determined but somewhat meek character. The book and movie suffered from some inaccuracy since many of the details of *Chastise* were classified until 1962.

Finally, the American connections. The nationalities of 617 Squadron were British, Australian, Canadian, and New Zealand but one of the Canadians, Joe McCarthy, was from New York. He joined the Royal Canadian Air Force eight months before Pearl Harbor. In addition, the Avro Lancaster B Mk III known as the Type 464 Provisioning Aircraft which were used in the raids were equipped with the now legendary Rolls-Royce Merlin engines but they were built by Packard in the United States.



*617 Squadron Crest
"After me, the deluge"*

The RAF'S "CINDERELLA COMMAND"

The three major combat commands of the Royal Air Force were the Fighter, Bomber, and Coastal Commands. During World War II, Coastal Command's primary mission was to protect the merchant marine from the deprivations of the German U-boats. The sustainment and defense of the British isles and the far flung reaches of the British Empire demanded a constant flow of food, fuel, armaments, and personnel and the German submarine force was the major threat. The sobriquet "Cinderella Command" was applied because Coastal Command was the poor step-sister of the more glamorous Fighter and Bomber Commands and at the end of the supply chain, often using hand-me-down aircraft not wanted or discarded by others.

Three of the more important aircraft to serve were the Short Sunderland, the Consolidated PB4Y Catalina, and the Lockheed Hudson. There served not only to search out and attack U-boats but also to locate survivors and either rescue them or direct rescue craft to their position.



*The Sunderland
Flying Boat*

*RCAF Catalina,
known as the
Canso in
Commonwealth
Service*



*Lockheed
Hudson in
RAAF Livery*

AEROSPACE CURRENT EVENTS

F-22s Stand-down

All USAF Lockheed-Martin F-22 aircraft flights have been suspended due to suspected problems in the oxygen generation system. The order affects approximately 150 aircraft. The “stand-down is not a grounding. Aircraft may still be flown with special permission or to fulfill immediate national security needs.



Raptor Rolling

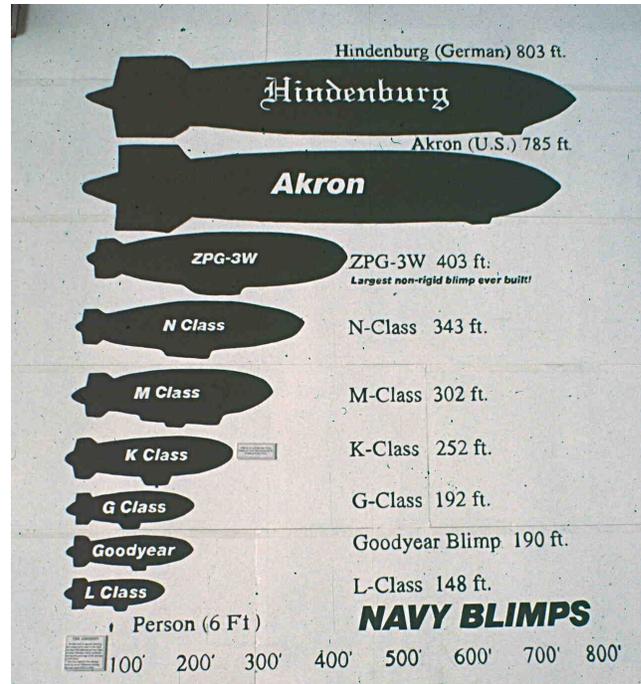
Goodyear Replacing Blimp Fleet

Goodyear has announced that it has entered into a cooperative agreement with *SWLT Zeppelin Luftschifftechnik* to build three of the LZ-N07-101 airships as replacements for their present fleet. The airships will be constructed at Goodyear's Wingfoot Lake Airship Hangar in near Akron, Ohio.



GZ-20 class blimp over Long Island Sound, most probably, Columbia

These new ships, costing about 21 million dollars each will be 246 feet long, about 25% longer than the present aircraft. The volume of the new blimps will be 50% greater. Power will be provided by three Lycoming IO-360 engines, the essentially the same power plants used in the Cessna 172 flown by CTWG.



The drawing above illustrates the relative lengths of various airships. Both the *Hindenburg* and the *Akron* are dirigibles, rigid airships. The rest are blimps. The current fleet of Goodyear ships are basically G Class in length. The new fleet will carry twice the passenger load and are K class in length.

For comparison purposes, a Boeing 747 Jumbo Jet is about the same length as the K class. The *Hindenburg* and the *RMS Titanic* are comparable in length.

The *USS Akron* carried four Curtiss F9C Sparrowhawk fighter planes which it could launch and recover while in flight.