

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/Capt Brendan Flynn, Reporter
1Lt Scott Owens, Papparazzi

Vol. V, No 30

25 August, 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 AUG-TRCS Meeting

9-11 SEP-Danielson Bivouac
10 SEP-Multi-Squadron SAREX-Tentative
10 SEP-Wings Over Westerly Airport Event
22-24 SEP-AOPA Summit-Hartford
24 SEP-Cadet Ball-Courtyard Marriott, Cromwell
22-23 OCT-CTWG Convention

CADET MEETING NOTES

16 August, 2011

submitted by
C/Capt Brendan Flynn

Cadets practiced drill movements.

Capt Wojtcuk debriefed the cadets on the details of the CTWG encampment. Cadets who attended shared their experiences with the rest of the squadron.

Rockets were prepared for the annual CTWG Commander's Cup competition.

Leadership and rocketry tests were administered.

CADET MEETING NOTES

23 August, 2011

submitted by
C/Capt Brendan Flynn

The meeting opened with drill practice. C/SrAmn Bourque practiced stationary movements with newer cadets while C/SMSGt Schultz lead more experienced cadets in columns, flanks, and to the rear.

Maj Bourque taught a class on aeronautical sectionals. He went over how to read them, what is included in the chart, and why certain things are included in them.

Maj Bourque lead a lesson on cartography. Using road maps and reading elevations on topographic maps were covered.

C/SMSGt Schultz reminded cadets to bring their redeemable recyclables to the squadron for fundraising.

Maj Noniewicz informed cadets about orientation flights, which might occur in early September.

Maj Noniewicz talked about the hurricane naming system. He also discussed how to prepare for the approaching Hurricane Irene. He recommended having disaster supply kits, food, water, extra clothes, and an emergency radio on hand.

Maj Bourque told cadets to email him immediately if they would like to attend a Danielson bivouac from September 9-11. One day attendance is possible.

Attending only one day may be possible. Cadets will most likely drive up Friday evening.

2011 CTWG ENCAMPMENT

Fourteen members of Thames River participated in the week long Wing Encampment at Camp Niantic. The program provided instruction in all four aspects of the CAP cadet program: aerospace education, leadership, character development, and physical fitness.



The days started at 0500 with an hour of P.T., followed by a cleanup and breakfast. The balance of the days were filled with instructional programs and field trips. The cadets were offered orientation flights, a tour of the 1109th Theatre Aviation Sustainment Maintenance Group (formerly the AVCRAD), a turn in the pool at Survival Systems, and opportunities to practice teamwork on the National Guard courses at Stone's Ranch.

Capt Miller, a retired engineer, was one of our guest speakers and spoke about opportunities in engineering in the air-space industry. Another guest speaker was Maj deAndrade, a pilot for Delta Airlines who informed the cadets about life at his alma mater, the USAF Academy, and job opportunities in both military aviation and the private sector.

Cadets Chartier, Bourque, Paquin, Daniels, Bunevich, VanDevander, Bourque, and Cathcart, attended the basic program. Cadet Captain Flynn served as flight commander of Alpha Flight, C/2Lt Wojtcuk functioned as an administrative officer, C/SMSGT Schultz worked in the dining facility. Capt Wojtcuk headed up the administration section and Maj Rocketto ran aerospace education.

Both Wojtcuks also performed extra duty in food preparation and service.

Cadet Paquin, who was a member of the honor flight, earned a commendation ribbon.

C/Capt Flynn led Alpha Flight to victory in the aircraft identification contest.

SENIOR MEETING

23 August, 2011

Captain Farley led a discussion on hurricane preparation. Protection of the Groton based aircraft was the first topic considered. The possibility of post-hurricane missions was then considered. The current telephone contact list and a hurricane preparedness will be distributed by email.

Maj Rocketto remarked on some interesting facts learned while attending seminars on the Air Force Rescue Coordinating Center and CAP's National Operations Center.

SOME REMARKS ON THE 2011 CAP CONVENTION

The annual meeting was attended by six CTWG members including Thames River's Maj Rocketto.

Maj Rocketto attended a the day long Aerospace Education Summit at which he presented his report on the progress made in evaluating the Canadian Air Cadet flight simulator curriculum and its possible adaption by CAP. He also attended seminars on public affairs, the National Operations Center, the Air Force Rescue Coordination Center, and the International Air Cadet Exchange Program.

Members of the National Operations Center (NOC) described the physical facilities and staff duties. Normally NOC operates a on a daily schedule with a staff officer always on duty during off hours. During crises, the work 24/7. They assist civil authorities in acquiring assistance from CAP. The importance of accurate reporting of data was stressed.



Lt Col Robert V. Russell, Commander, USAF Rescue Coordination Center (AFRCC) explained details of their relationships with civil authorities and federal search and rescue organizations. A file is

kept of the memoranda and letters of understanding which detail the working relationships between the USAF and state, county, and local officers. When a request for assistance in a verified distress situation is received, the AFRCC assesses the response which is needed and calls upon search and rescue organizations such as CAP to assist. What is important to remember is

that AFRCC can only ask, not task SAR efforts. The final decision with CAP lies within the Wing. The exception is in case of national emergency when a presidential directive is issued. Under those circumstances, federal forces may be deployed.

Maj Rocketto also presented an aerospace education workshop in cooperation with Judy Stone from National Headquarters. Ms Stone had the attendees build a small robot based upon a design from the new robotics handbook. Maj Rocketto first offered a series of demonstrations which illustrate the phenomena associated with Newton's First Law of Motion and then discussed the need for squadron and wing newsletters.

A highlight of the meeting was the naming of C/Col Ryan Chapman of Danbury as CAP Cadet of the Year. C/Col Ryan traveled from West Point where is he currently enrolled as a cadet and was honored at the Awards Banquet.



C/Col Ryan takes a moment to speak to CAP Senior Member of the Year, Colonel George M. Boyd. Col. Boyd was one of the original Tuskegee Airmen, served 28 years in the Air Force, and then further distinguished himself with 31 years of service to CAP.

At a change of command ceremony, Gen Courter transferred leadership of CAP to the newly promoted Maj. Gen. Charles Carr.

AEROSPACE HISTORY

26 AUG, 1959-During the Eisenhower presidency, Boeing VC-137s replace the Lockheed Constellations as the principal Air Force One aircraft.



The former presidential aircraft, a VC-137B converted from a Boeing 707-320 on display at Seattle's Museum of Flight, Boeing Field/King County Airport.

27 AUG, 1937-First Flight of a jet propelled aircraft, the Heinkel He 178, piloted by Erich Warsitz and powered by Hans Ohain designed engines.

28 AUG, 1908-The US Army purchases its first dirigible.

29 AUG, 1988-Soyuz TM-6 carries Col Abdul Mohmad, the first Afghan in space, and two Soviet crew mates into orbit.

30 AUG, 1923-Lawrence Sperry demonstrates the first gyro stabilizer for aircraft in a US Navy Curtiss C-2 flying boat piloted by Lt Patrick Bellinger.

31 AUG, 1938-France initiates a trans-Atlantic survey flight from Horta in the Azores to Port Washington, NY using a Latecoere 521, the *Lieutenant de Vaisseau Paris*.

CURRENT EVENTS

747-8 Freighter Certified

The FAA has granted certification to Boeings new 747-8 freighter after a delay which lasted two years at an estimated cost of two billion dollars! Corgolux Airlines International, a Belgium air freight company. The company expects that the 787 will be approved this week.

"Unmanned" KC-10 Refuels Middle East Combat Aircraft

For the first time in history, an "unmanned" aircraft transferred fuel to other aircraft in flight. The KC-10 was "womaned" by an all female crew from the Air Force's 908th Expeditionary Air Refueling Squadron.

Arming Light Drones

The US Marine Corps is experimenting with arming their AAI RQ-7 Shadow drone. The shadow is a small catapult launched vehicle with a wind span of about 15 feet and a gross weight of around 350 pounds.



AAI has been asked to select a weapon that is ready to enter production so as to avoid additional development cost and delay time. If successful, the plan will had hundreds of armed drones to the fleet.

HISTORICAL FEATURE

Billy Fiske
An American Who Was One of "The Few"
by
Edward Miller, Capt, CAP



In the 2010 Winter Olympics the United States won it's first Gold Medal in the bobsled in sixty two years. The first American to win the Gold Medal in the was Billy Fiske who won gold medals in 1928 and 1932. At the time of his first victory he was sixteen years old, and as such, the youngest Winter Olympics Gold Medalist; a distinction he would hold until 1992. As well as his Olympic achievements, he was a champion of the Cresta toboggan run in St Moritz Switzerland and had driven in the 1930 Twenty Four Hours of Le Mans. These accomplishments alone would seem enough to fill ones list of things for which one is to be remembered. One final honor, however, awaited him. He was to be one of, as Churchill called them, "The Few"; a Royal Air Force fighter pilot in the Battle of Britain.

William "Billy" Meade Lindsley Fiske III was born in New York on June 4th, 1911, the son of a wealth investment banker associated with Dillon Read, at the time, one of the giants of investment banking. Billy Fiske enjoyed the privileges of wealth, living in France, where his father had been posted by

Dillon Read and an education at Cambridge University in England where he went into the investment banking business at Dillon Read before returning to the United States in 1938.

When an English friend of his, William Pancoast Clyde, a member of the 601 Squadron Royal Air Force Auxiliary, was recalled to England in August 1939, Billy Fiske, realizing that war was coming, decided to go to England to join the Royal Air Force. Through his connections and by claiming to be Canadian, he was able to avoid the issue of a U.S. citizen serving in a foreign military service. He was accepted into the Royal Air Force in September 1939. Upon completion of his flight training, he was commissioned as a Flight Officer in the RAF and on July 12th 1940, was posted to 601 County of London Squadron, the "Millionaires Squadron," to which his friend William Clyde belonged. The squadron flew Hawker Hurricanes and was based at Tangmere in the south of England, close to the English Channel. His posting to 601 Squadron was not by chance, but rather due to his connections. The "Battle of Britain" had begun and he was in the right place.

In the following weeks, Fiske having no prior experience flying the Hurricane, began a period of working up to operational status. By early August Billy Fiske was taking part in scrambles, the RAF term for everyone dashing to their aircraft to get airborne to intercept Germany aircraft. On August 16th he was scrambled with his squadron and encountered JU-87 Stuka dive bombers. The squadron had also been advised by Fighter Control that there were German escort fighters in the area.

Events are not clear as to the cause, but during the action, a fire started in the cockpit of Fiske's Hurricane. Rather than bailing out, Fiske, knowing how precious each aircraft was, flew his aircraft back to Tangmere and landed. The aircraft was repaired and back in the fight within a few days.



Hawker Hurricane Mk I, the Type Flown by Billy Fiske

Fiske was removed from his aircraft with serious burns and sent to St Richards Hospital because the RAF Medical Officer could do nothing for him. Although it appeared that he might survive, he died the following day August 17th. After his death Winston Churchill personally sent a wreath to Tangmere for Fiske. On August 20th, Billy Fiske was buried at Boxgrove Priory, Sussex. His coffin was draped with the Stars and Stripes and the Union Jack. On July 4th 1941, a plaque was unveiled in the crypt of St Paul's Cathedral in London honoring Billy Fiske. The plaque reads:

Pilot Officer William Meade Lindsley Fiske III
 Royal Air Force
 "An American citizen who died
 that England might live"

Unlike the well known fighter aces of the Battle of Britain ,such as Douglas Bader and Robert Tuck, Billy Fiske is representative of many of "The Few" who had no confirmed victories, and whose lives as fighter pilots lasted mere days or weeks.

INTERESTING AIRCRAFT SEEN AT OSHKOSH

Three of the most interesting aircraft seen at the Experimental Aircraft Association Air Venture held in Oshkosh this month were the Gweduck , an Aerostar conversion, and the Farmer's Insurance airship.



The Gweduck, pronounced "gooey duck" is named after a clam claimed as a gastronomical delight on the Pacific Northwest coast. Resembling a Grumman Widgeon, the Gweduck is a homebuilt amphibian made from composites which should eliminate most of the corrosion problems inherent in salt and fresh water operations. The concept, design, and building took 19 years. It may be offered as a kit plane if a manufacturer can be found.



Noted aircraft designer Ted Smith designed a series of light twins starting with the Aero Commander and the Aerostar line. One of his Piper built Aerostars has been equipped with a pair of underslung Pratt and Whitney PW615F engines which replace the Lycoming piston engines. A conventionally powered Aerostar is seen in the background of the photo above.

Goodyear, whose name is synonymous with blimp, is moving back into the future. Plans are underway to replace their three airship fleet with semirigidships manufactured by *Zeppelin Neue Technologie* in Freidrichshafen, Germany.

The new airships will have a keel and partial rigid structure as opposed to true dirigibles which have a completely rigid internal structure and which maintains their shape and blimps which have no internal rigid structure and whose shape is maintained by gas pressure. The semi-rigid airship maintains its shape by gas pressure but the internal framework and provides additional strength to the vehicle, provides attachment points for engines and gondola.

Perhaps the most famous rigid airship is the Italian Norge, designed by Umberto Nobile. In 1926, the Norge, carrying Norwegian polar explorer Roald Amundsen, the first man to reach the South Pole, overflew the North Pole. Many historians consider this flight to be the first, disputing Richard Byrd's claim of priority for his flight in the Fokker F.VII/3m *Josephine Ford*.



Farmer's Insurance operates the former NT airship *Eureka* which made an appearance at Oshkosh and offered 45 minute rides at \$450 each.

A CONTINUING SALUTE TO US NAVY AVIATION ON ITS 100TH ANNIVERSARY

The company formed by motorcycle champion and aviation pioneer Glen Curtiss produced a wide range of aircraft adopted by the US Navy and Marines. During the 1930s, colorful markings were used to indicate the squadron, squadron leader, section, section aircraft, and home carrier of an aircraft.



The Curtiss F6C-1 Hawk, first of the "Hawk" series, became operational in 1925.



The Curtiss BFC-2 Goshawk, first delivered in 1932, bears the willow green colors of the USS Ranger and the cowl color and fuselage stripe of a section leader. The lettering indicates that the aircraft is from VB-2, an heavier than air bombing squadron. The numeral 13 indicates the section leader for Section 5.



The Curtiss F9C-2 Sparrowhawk was designed to be carried, launched, and recovered by the two Navy dirigibles, USS Akron and USS Macon. Note the trapeze mounted above the aircraft which made this possible. The insignia is of two trapeze artists, a large man representing the Macon and a small man representing the aircraft itself.