

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, Paparazzi

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### SCHEDULE OF COMING EVENTS

27-30 DEC-Orientation Flights

04-05 FEB-Unit Commander's Course

10-11 MAR-Squadron Leader's Course

21-22 APR-Corporate Leader's Course

### TRCS ANNUAL HOLIDAY PARTY AND BIENNIAL SUI

*20 December, 2011*

The annual Squadron party followed traditional lines: "civvies," gift exchange, eating, the "Jeopardy" contest, eating, eating, and clean-up.

SM Constance Bourque took charge of food arrangements and a veritable cornucopia of gustatory delights filled three tables. The entrees included barbecued chicken, ham, meatballs, pigs-in-a blanket, and Maj Rocketto's Road Kill Chili.

Salad, jalapeño quiche, and a corn casserole were three of the most popular sides. Beverages included sparkling cider, a selection of soda and juices, and eggnog.

Calorie was King on the desert table. The centerpiece was a cake baked by Cadet Daniels celebrating the Squadron. Cadet Paquin produced sugar plaques, each with the name of a member of the Squadron and these were affixed to the sides of the cake. Cadet Cathcart produced the most elegant desert, a chocolate-cherry mouse. He fixed a candy kiss to a chocolate dipped maraschino cherry, used almonds for ears and sugar drops for eyes. The cherry stem was a tail.



*Cadet Paquin and C/SMSgt Daniels and "The Cake"*



*Cadet Chartier and the "Maraschino Mouse."*

The annual "Christmas Jeopardy" contest pitted 10 superannuated seniors against twenty cadets in the prime of life. Capt Wojtcuk assembled a series of questions in different categories such as "Literature," "Historic December Dates," and "Holiday Characters."



*Capt Wojtcuk Calls Up Questions for the Quiz*

Despite the heroic efforts of Col Doucette and SM Welch, a hard core of Cadets who have spent too much time watching the traditional holiday movies and listening to singing chipmunks were able to overcome the Seniors experience and cunning and defeat them for the first time ever! C/CMSgt Schultz even stopped eating to answer a question. There was no way the Seniors could stand against that kind of youthful enthusiasm.



*Schultz demonstrates the sergeant skills of simultaneous other handed eating, paparazzi staring, and question answering.*

Senior excuses were long and loud. The official scorekeeper, SM Constance Bourque, appointed by Capt Robin Wojtcuk had a puppy in the fight and her status was challenged.

The challenge was overruled by the local Fire Marshal, SM Adam Wojtcuk who also had a puppy in the fight. His reasoning involved a sophisticated argument involving past scorekeeping practices by Maj Rocketto which involved binary digits and modular arithmetic leading to a questionable senior victory in 2010.

The Seniors also claimed that the presence of Cols Stidsen and Kelling, who were calling Seniors out of the contest hall in order to conduct a Subordinate Unit Inspection, drew our chief specialists in arcane issues out of the hall. One egregious occurrence was the absence of Maj Noniewicz during a question about holiday fasting and feasting customs in Poland! Three senior emissaries bearing gifts of sparkling cider, meatballs, and sweets approached Col Stidsen, appealing to his other office, Wing Inspector General, and requested intercession on their behalf. The appeal was tabled but the food was de-tabled. An appeal to Region is forthcoming.



*The Cadet wait for the next questions reminded Seniors of a polar bear waiting by the side of a seal's breathing hole.*

When the dust settled and the garbage was bagged, members departed into the night, leaving behind the inspectors and a rump detail of officers awaiting the will of the inspection team. As is customary, no meeting will be held on the 27<sup>th</sup>, allowing time for recovery from the evening excesses and planning for future follies.

## LEDYARD AEROSPACE ADVENTURERS VISIT GROTON-NEW LONDON AIRPORT

Over 50 pupils and their parents, representing the Aerospace Adventurer's Club from the Juliet W. Long and Ledyard Center Schools visited Groton-New London Airport on Thursday, the 15<sup>th</sup>. The club members, supervised by Stuart Sharack and Alec Rode, are students interested in aviation sciences who meet after school for enrichment activities in the aerospace sciences, technology, history, and current events.



*Ledyard Aerospace Adventurer study the Bernoulli Effect using a ping-pong ball and an electric hair dryer.*

Mr. Sharack has recently retired from Juliet Long and continues to advocate for aerospace. Two years ago, he was selected by the Civil Air Patrol to receive their national award as Aerospace Teacher of the Year. He now volunteers his services. Mr. Rode teaches fifth grade at Ledyard Center school. Before becoming a teacher, he was a US Naval aviator, flying the Vought A-7 Corsair II.

The event was organized by Maj Rocketto, Aerospace Education Officer of the Thames River Composite Squadron of the Civil Air Patrol and

supported by Lanmar Aviation and the 1109<sup>th</sup> Theater Aviation Support Maintenance Group, Connecticut Army National Guard. Mr. Dennis Piscitello of Whelen Industries assisted in coordinating the program.

The party was divided into three sections and each section was led by a CAP officer assisted by one or two CAP cadets. Group One was headed by Maj Bourque and Cadet Meers. Capt Miller and Cadet Johnstone led Group Two and SM Russell, C/Capt Flynn, and Cadet Trotochaud headed Group Three.

Jesse Edwards, Director of Lanmar's FBO services briefed the pupils on their functions as a fixed base operator at Groton, maintaining and servicing aircraft, and opened up two of their corporate jets for inspection, a Cessna Citation III and a Bombardier Challenger 600.



*Mr. Edwards of Lanmar addresses Group One. Cadet Meers and Major Bourque observe from the rear.*

SFC Gregory Edwards of the National Guard was contact point at the 1109<sup>th</sup>. CWO-2 Michael McJunkins explained the role of the 1109<sup>th</sup> TASMGM as a repair and logistics support unit for the Army's helicopter fleet. The club members were then given opportunities to inspect and board the Boeing -Vertol CH-47 Chinook, the Sikorsky UH-60 Blackhawk, and the Short C-23 Sherpa.



*CWO-2 McJunkins describes the mission of the Sherpa transport aircraft.*

The final station was a visit to the Civil Air Patrol's Cessna 182 Skylane. Col Kinch represented CAP and explained the features of our aircraft and the the many missions of CAP.



*Col Kinch explains the Becker Radio Direction Finder.*

### **UNIT COMMANDERS COURSE**

*submitted by*

*Capt Glen Dains, Director of Professional Development-CTWG*

Lt Col Paul Rowen of the Northwest Hills Composite Squadron has been appointed as Course Director for the Unit Commanders Course (UCC) to be conducted in Farmington on February 4th and 5th, 2012.

UCC standardizes the training of squadron and group commanders throughout CAP. These commanders are the people responsible for administering programs and managing the volunteer members in the field. This course is appropriate for existing commanders and those aspiring to be commanders.

UCC discusses the traits and skills new unit commanders will need to develop to effectively manage their units. Topics include recruiting and retention, command responsibility and accountability, safety, how to work with families, management, leadership, communication, and elements of successful units and leaders.

To enroll for the school, please submit a CAPF 17, with your commander's endorsement, to Wing Headquarters no later than January 20, 2012. Applications received after that date will be returned. Forms may be hand delivered or mailed to Wing Headquarters at P.O. Box 1233, Middletown, CT, 06457-1233. Please enclose a check for \$20.00 made payable to CTWG Civil Air Patrol, to cover course materials and refreshments.

Prerequisites for attendance are completion of Level I, be currently enrolled in one or more specialty tracks with at least a Technician level, and have previously completed a Squadron Leadership School, Officer Basic Course, or ECI-13, completion is preferred, though not mandatory.

Uniform will be blues, corporate equivalent or polo shirt uniform – absolutely no flight suits or BDUs. Detailed directions and additional course information will be provided with enrollment confirmation.

### **SLS and CLC PLANNING**

Squadron officers who need SLS and CLC courses are reminded to reserve 10-11 March for SLS and 21-22 April for CLC

## AEROSPACE CURRENT EVENTS

### *Japan Selects F-35*

The troubled Joint Strike Fighter program's prospects were boosted as Japan joins Israel in selecting the Lockheed-Martin F-35 Lightning II as its next generation warplane. Japan selected the F-35 over the Boeing F/A-18 Super Hornet and the Eurofighter Typhoon and is expected to purchase as many as 60 in transactions which could reach eight billion dollars.

As production of the F-16 winds down in the Forth Worth, Texas plant, personnel have been transferred to F-35 production and the dangers of huge lay-offs has been averted. Rising costs have forced the United States to cut back on what was a planned buy of 2,400 aircraft and some of the eight partner nations on the project are considering withdrawal and eyeing the F/A as a lower cost substitute.



*X-35B (USAF version prototype) at Udvar-Hazy*



*X-35C (USN version prototype) at Patuxent River*

### *K-MAX Flies First Combat Resupply Mission*

In Afghanistan, the USMC has flown the first unmanned mission of Kaman's K-MAX robot helicopter. Guided by GPS, the aircraft has the capability of flying up to 250 miles with a 3.5 ton load. The helicopter is manufactured in a plant in

Bloomfield, Connecticut and has been modified with Lockheed-Martin electronic and control systems.



*K-MAX displays its slim profile and intermeshing rotor system*

## AEROSPACE HISTORY

21 DEC, 1982-Squadron 44, the last RAF V-bomber squadron, is disbanded.



*AVRO Vulcan, the Last of the V-bombers at the SAC Museum in Nebraska*

22 DEC, 1964-First Flight of the Lockheed SR-71A Blackbird.



*SR-71A at Warner-Robins, Georgia. The P&W J-57 engine is visible. Note the little known Lockheed D-21 drone starboard of the nose. The Mach 3 D-21 was designed to be launched from the Blackbird but was normally sent of recon missions from a B-52 carrier aircraft.*

23 DEC, 1974 - The Rockwell B-1A Lancer makes its first flight at Edwards Air Force Base.



*B-1A at Wright-Patterson AFB*

24 DEC, 1984-Famous Freight Dog Kris Kringle home based at ninety degrees north latitude ramped checked by the Friendly Aviation Agency and found in violation of numerous FARs: overloaded aircraft, lung of one of his organic engines failed pressure test, flying in excess of 250 kts below 10,000 ft, inoperative nose light on Rudolph, and failing to carry a photographic identification card. Deliveries are late and, upon return to The Pole he is further reprimanded by his Director of Operations, Mrs. K.

25 DEC, 1979-The Soviet 103<sup>rd</sup> Guards Airborne Division lands in Kabul and the nine year Russian-Afghan War commences. Nine years later after 100,000 casualties, the Russians withdraw.

26 DEC, 1972-117 B-52 Stratofortresses attack Hanoi in Operation Linebacker II, the largest air assault in the Vietnam War to this time.



*B-52D at Maxwell AFB*

27 DEC, 1949-US carriers American Airlines and TWA begin coast-to coast coach-class flights with 60-passenger DC-4s, charging US \$110 one-way.



*The US Navy DC-4 was known as the R5D Skymaster*

28 DEC, 1967-First Flight of the first production Hawker-Siddeley Harrier.



*Hawker Harrier Hanging at Hendon*

29 DEC, 1939-First Flight of the Consolidated XB-24 Liberator.



*The B-24 was the most produced U.S. aircraft in WW II. This is a B-24D at the National Museum of the USAF and bears the desert camouflage used in North Africa.*

30 DEC, 1939-First Flight of the prototype Ilyushin IL-2 Shturmovik. Over 38,000 were produced, the largest number of a single type of military aircraft ever produced.

31 DEC, 1926-The first Air Commerce Regulations by the Aeronautics Bureau of the Department of Commerce become effective. They cover aspects of licensing, registration of aircraft,

### **TRIBUTE TO THE FLEET AIR ARM**

This year not only marks the 100 anniversary of the birth of US naval aviation but also the 100 anniversary of the birth of the Fleet Air Arm, British naval aviation.

*They say in the Air Force the landings OK  
If the pilot can get out an then walk away.  
But in the Fleet Air Arm your prospects are grim*

*If the landing is poor and the pilot can't swim.*

*Traditional Fleet Air Arm Song*



*Supermarine  
Walrus Air-Sea  
Rescue Aircraft*



*Radar equipped  
Fairey Swordfish  
Mark III  
Reconnaissance  
Aircraft*



*Fairey Firefly Two  
Seat Fighter*



*Australian Marked  
Hawker Mark II Sea  
Fury*



*Fairey AS6 Gannett  
Anti-Submarine  
Aircraft*



*DeHavilland FAW 21  
Sea Venom All Weather  
Interceptor*



*Westland HAS1 Wasp  
Anti-Submarine  
Helicopter Assigned  
to Icebreaker HMS  
Endurance*



*Blackburn S2B  
Buccaneer Low Level  
Strike Aircraft*