

Missions for America

Semper vigilans!
Semper volans!



The Coastwatcher

Newsletter of the Thames River Composite Squadron
GON
Connecticut Wing
Civil Air Patrol

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SCHEDULE OF COMING EVENTS

24 JAN-TRCS Meeting-Air Photos-Doucette
31 JAN-TRCS Meeting-Sr.-Table Top SAREX
Cadet-film at Poquonnock Bridge F. H.

04-05 FEB-Unit commander's Course Course
07 FEB-TRCS Meeting-TRCS Commander's Call
14 FEB-TRCS Meeting-Independent Work
15 FEB-Wing Staff Meeting
21 FEB-TRCS Meeting-Safety Down Day
Dickinson/Hanke
28 FEB-TRCS Meeting-Seniors/Table Top
SAREX-Neilson
Cadets/Movie at P. B. Fire House

10-11 MAR-Squadron Leader's Course
21 APR-CTWG SAREX
21-22 APR-Corporate Leader's Course
16 JUN-CTWG SAREX
11 AUG-CTWG SAREX
19-21 OCT-CTWG Guided Training Evaluation

CADET MEETING MINUTES

17 January, 2012

by

C/Capt Brendan Flynn

The meeting opened with a uniform inspection.

In a Safety Down Day session, Capt Wojtcuk taught cadets about Operational Risk Management (ORM). Cadets broke up into flights and participated in outlining ORM processes for different activities: playing capture the flag at the squadron, drilling at the airport parking lot, and PT at the USCGA. Visiting USCGA cadets helped in this exercise. Cadets also discussed what goals were worth risking one's life.

C/SrAmn Paquin held an aerospace class on hot air balloons, from *AE Module 1*. She discussed the history of hot air ballooning and the theory of how they create lift.

C/CMSgt Schultz led an AEX activity in which cadets used plastic bags, paper clips, and a hair dryer to create miniature hot air balloons.



Improvised Hot Air Balloon (photo by Wojtcuk)

In a flight time session, cadet flight sergeants talked to their cadets about customs and courtesies.

Capt Wojtcuk reminded cadets to bring a lawn chair and personal snack to the fire house on January 31 for the showing of *Tora Tora Tora*.

SENIOR MEETING MINUTES

17 January, 2012



CAC Responsibilities were transferred from C/2Lt Wojtcuk (r) to C/A1C Paquin (l). C/MSgt Daniels will serve as alternate.

Maj Rocketto, the Squadron AEO, briefed the members on the aerospace education program. Aerospace education is a congressionally mandated mission of CAP and every member is obliged to participate. Rocketto stated that the program has two phases: internal aerospace education for both cadets and senior members and external aerospace education which reaches out the general public. He also reviewed the Squadron's status and its affiliations with local, state, and national organizations.

An awards ceremony closed the meeting. Cadet Darien Newland received a certificate for his first orientation flight. Cadet Keith Trotochaud, on his completion of the Arnold Achievement, was promoted to Airman First Class. Cadet Barbara Paquin completed the Feik Achievement and was promoted to Senior Airman. Cadet Jeffrey Bourque completed the Lindbergh Achievement and was promoted to Master Sergeant.

Capt Farley, Squadron Training Officer, assisted by Maj Noniewicz and LtCol Bergey, discussed the upcoming table-top SAREX on 31 January and the follow-up training flights scheduled for 04 February.



C/A1C Keith Trotochaud

Maj Bourque, SM Welch, and Maj Noniewicz discussed the ground team operations which will be coordinated with the flight operations on February 04. An ELT road team will be dispatched and maintain communications with the aircraft until directed to the vicinity of the ELT. At that point, they will dismount and continue the search on foot utilizing the L-Per direction finder.

LtCol Mode announced that Orientation Flight money had been granted and he would be flying New Haven Minutemen Cadets in the near future.

C/MSgt Jeffrey Bourque



CAP ID CARD PHOTOS

C/CMSgt Brendan Schultz, as the cadet with the highest fruit sale numbers, chose a utility tool and Vietnam movie from Maj Rocketto's stash of awards. C/MSgt Jeffrey Bourque, with the second highest sales, chose a CAP mug and DDR analog wristwatch.

All members must now have a "passport style" photograph on file at NHQ. The squadron will have these pictures taken during the next two weeks. Uniform may be of your choice but is required.

Coastwatcher Exclusive

Flynn Reports on RCLS Experience

The following report was filed by C/Capt Flynn

From December 26 to January 1, I attended the NER Regional Cadet Leadership School (RCLS) held in New Hampshire. RCLS, a requirement for cadets who wish to earn the Eaker Award and promotion to Lieutenant Colonel, is an officer-focused leadership and character building activity with a collegiate atmosphere. The motto of the school was *Protelo est ministro* (To lead is to Serve). Before attending the school, I was required to read the book *Beyond Band of Brothers*, by Major Dick Winters, the former commander of Easy Company of the 101st Airborne. I also wrote a rough draft of an essay using examples from the book which would account for a portion of my grade at RCLS.

After reporting to RCLS, I met cadets from all over the nation. The three dozen attendees hailed from many states, including Arizona, Maryland, and Texas. A basic day included two or three leadership seminars or forums, a case study discussion, and a hands-on activity. The core values were integrated into leadership classes, which focused on a range of topics from strategic planning, to delegation, to setting the example, and ethics.

In case studies, cadets discussed the moral aspects of public military incidents. One case study involved Capt. Holly Graf, a Simbury native, the first woman to command a cruiser. She was relieved of command of the USS Cowpens after allegations of cruelty and maltreatment of the crew. A second case study examined Army four star Stanley McCrystal, commander of the International Security Assistance Force in Afghanistan. McCrystal. Reports of his criticism of administration officials led to his resignation and retirement.

Cadets broke into four groups for a group project on recruiting and retention plans for squadrons. Free time between classes was either spent studying, helping each other out with assignments, or socializing. RCLS is in no way a basic encampment; cadets were fully responsible for arriving at classes and meals on time. By 2200 each evening, there were usually two or three short written assignments due. We often finished off the day with volleyball in the gym.

In all, RCLS was an amazingly constructive and enjoyable experience. Few activities in CAP are more rewarding. The teachers there are excellent and I made some good friends as well. I highly encourage any cadet to attend this event, especially those that aspire to eventually earn their Eaker award.

AEROSPACE CURRENT EVENTS

FAA Sued on UAV Flight Authorizations

The Electronic Frontier Foundation (EFF) has filed suit to obtain access to FAA documents which allow unmanned aerial vehicles (UAVs) to at greater heights than 400 feet above ground level. This is an attempt to determine the extent of law enforcement surveillance of U.S. Citizens.

The EFF is interested in determining what types of vehicles are involved and what agencies are operating them. It is public knowledge that the U.S. Customs and Border Protection Agency use the Predator B to fulfill their responsibilities but little is known about UAV use by state and local police departments.

United Reports Abnormal Jet Stream Winds

United Continental Airlines, which operates modified Boeing 757-200 on the 4,500 mile route from Stuttgart to Newark report that higher than normal wind speeds have forced to five percent of

the flights to land prematurely for refueling. The Boeings, which fly with full tanks, were modified with winglets which added 200 miles to their range but this has been insufficient due to the unusual winds over the North Atlantic.



United 757-222 at the Gate

AEROSPACE HISTORY

AEROSPACE HISTORY ARTICLE OF THE MONTH

OPERATION BOLO

The Wolfpack Takes on the 921st Fighter Regiment 02 January, 1967

Part I detailed the problems faced by the F-105 bombers attacking Hanoi. Col Robin Olds and members of the 8th TFW develop a plan to lure the cream of the VPAF into an ambush.

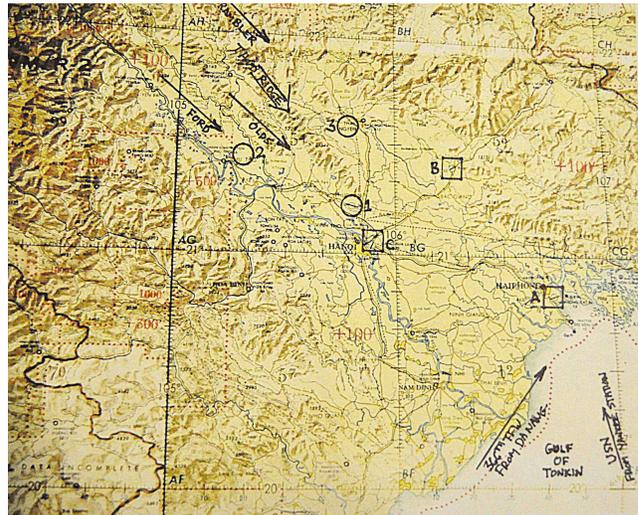
Part II Execution, Results, and Aftermath

“OK, Wolfpack, go get 'em!”

Bolo was delayed by one day due to weather. On January 2nd, the participants were alerted and tensely waited for clearance to go. Then the word came to execute. When it came through, Olds spontaneously yelled out a version of the phrase use by his World War II 56th Fighter Group

commander, Hub Zemke, “OK, Wolfpack, go get 'em” and the mission commenced. From then on, the 8th TFW was known as “The Wolfpack”, and in Bob Hope's words, “...became the largest distributor of MiG parts in Southeast Asia.”

The plan designated seven flights of four aircraft each from the 8th TFW as the primary killing force. Each flight's call-sign was an automobile. Robin Olds, led, naturally, “Olds” flight. His deputy, Lt. Col. Chappie James was second in “Ford” flight. “Rambler,” “Lincoln,” “Tempest,” “Vespa,” and “Plymouth” followed. All of them would imitate the F-105 flight patterns. Olds would lead his flight down Thud Ridge and engage the MiGs orbiting over Phuc Yen. “Ford” flight would fly on the northeast side of the ridge and take on the MiG which usually orbited near Thai Nguyen. “Rambler” was assigned to the southwest side of the ridge and the MiG muster point near Phu Tho. The first three elements would be so arranged as to provide a “missile free” condition. Knowing they were in the lead, any aircraft in front of them were presumed to be enemy aircraft and no visual identification would be necessary.



*Muster Points: 1-Phuc Yen 2-Phu Tho 3-Thai Nguyen
MiG Bases: A- Cat Bi B-Kep C-Gia Lam
(Operational Navigation Chart J-11)*

At the same time, the 366th TFW from Da Nang Air Base would come up the coast, form a barrier to the northeast to prevent any MiGs from bolting

to a refuge in Nanning, China, and cover some of the smaller enemy airfields. F-105 Wild Weasels would be available to suppress enemy missiles and guns, a squadron of Lockheed F-104s would fly top cover, about two dozen KC-135s would supply fuel, electronic jamming would be provided by Douglas EB-66s, and a Lockheed EC-121 would serve as a battle monitor. The Navy would launch bombing raids from Yankee Station in the Gulf of Tonkin as a diversion and of course, search and rescue aircraft were poised for take-off if needed. All in all, over 100 aircraft supported the Wolfpack hunters.

The Supporting Cast



EF-105 Wild Weasel Flak Suppressor



F-104 Starfighter Flying Top Cover



KC-135 Stratotanker



B-66 Electronic Counter Measures Aircraft



EC-121D Battlefield Monitor

As might be expected, the friction of war intervened. As Olds, with his radar intercept officer, Lt. Clifton in the backseat, led his lead aircraft down Thud Ridge, they found themselves over an undercast which was at about 7,000 ft. This cloud cover concealed the type of aircraft from North Vietnam ground observers but for some reason, the Vietnam controllers delayed the launch of their interceptors for some 15 minutes. The expected enemy aircraft were not where they ordinarily might orbit.

Olds passed over the MiG base at Phuc Yen and then commenced a 180 degree turn and headed back canceling the “missile free” order to prevent blue-on-blue casualties. As his flight passed over Phuc Yen, they started to pass James's “Ford” flight coming in the opposite direction. At that point, MiG 21s started popping up out of the undercast. The fight was on.

Surprise was complete. The MiG-21 interceptors, counting on meeting the usual bomb laden Thuds but found themselves facing F-4Cs, each one carrying four radar guided Sparrow missiles and four Sidewinder heat seekers. First blood was scored when Lts Wetterhan and Sharp launched two Sparrows. One struck and the target blew up. Capt. Radeker and Lt Murray counted coup next. Their Sidewinder took the wing off another Fishbed. Meanwhile Olds had launched two Sparrows and a Sidewinder at this first target and the MiG evaded all three and escaped into the cloud layer. Another opportunity then arose. Olds turned inside a MiG which had passed him and launched two Sidewinders, one of which tore the right wing off the target.

“Ford” flight now entered the fray. The situation was becoming confused with more MiGs coming out of the undercast and the proximity of “Olds” flight. Capt Raspberry and Lt. Webster, with James on their wing, managed to take down one of the enemy for “Ford's” only kill. The score was now Wolfpack four, 921st Fighter Regiment zero.

Now, from the northeast, “Rambler” joined in. Capt. Stone, the wing tactics officer who envisioned the *Bolo* concept backed by his RIO, Lt. Cliff Dunnegan, dove on two MiGs emerging from the clouds and launched two Sparrows, one of which failed to ignite but the second took out one of the MiGs.

Finding another MiG on his tail, he adroitly maneuvered his Phantom so that it passed in front of Rambler 04, crewed by Major Phil Combies and Lt. Lee Dutton. Combies closed with MiG and used his optical sight and fired two Sparrows. The MiG was hit in the tail and blew up. At almost the same time, the two lieutenants in Rambler 02 saw a Fishbed pass in front of them, fired a Sparrow and destroyed it.

The score now stood at Wolfpack seven, 921st Fighter Regiment zero! The fight had been on for just about 12 minutes and the MiGs started to disengage. By the time the last four flights arrived, the MiGs had all fled. And the carefully thought out trap to jump MiGs at outlying fields or prevent their escape to China failed. Da Nang's 366th TFW had flown north to within 10 minutes or so of Hanoi but aborted their part of the mission due to the weather. The winter monsoon had assisted in the deception by masking the F-4s from the ground observers but it has delayed the launch of interceptors which resulted in fewer targets for the Wolfpack and it had prevented the 366th from lurking over the reliever fields and blocking escape routes. The largest air battle of the war had ended with a severe mauling of the small VPAF MiG-21 force.

Within a week, two F-4Cs from the 8th TFW's 555th Tactical Fighter Squadron, imitated the flight pattern of an F-4 reconnaissance flight. They flew a very tight formation and appeared on radar as a single aircraft. They were engaged by four MiGs and shot down two. The Wolfpack's scorecard now totaled 9 claimed kills versus zero losses.

Lessons Learned

Both sides learned lessons from the engagement. The NPAF, after losing about half of its highly valued MiG-21s, stood down and reevaluated its tactics. Always flexible, they reconstituted their units, adapted their tactics and continued to harry the Thunderchiefs. During that year, 1957, 59 MiG kills were claimed by the Air Force with the loss of about a dozen Phantoms but the Thunderchiefs continued to be the victims of the North Vietnam ground and air interception system. During the course of the war, about half of the F-105 fleet was lost in combat, almost 400 aircraft.

The USAF struggled with the problems of air-to-air combat against dissimilar aircraft. The Navy's Top Gun program provided a partial solution and fighter pilot training took the lines of those recommended by Robin Olds and his ilk but the US never could achieve the high kill to loss ratio in air to air combat which it had enjoyed in Korea. The restrictive rules of engagement, a vacillating foreign policy, and a cautious careerist officer cadre focused on providing impressive statistical print-outs rather than genuine mission results all contributed to effectiveness far below that which the airmen were capable of producing.

The air-to-air missiles were a particular problem. In the *Bolo* operation, 18 Sparrows and 12 Sidewinders were launched and about 25% of them found a target. The delicate mechanisms might be damaged in ground handling or degraded

by the tropical Vietnamese climate and their effectiveness was hampered by out-of-limits g-loads encountered in the dog-fights, the narrow window in which they might acquire a target, or the effects of background noise on their guidance systems. Improvements were forthcoming and the addition of an internal gun to the later model Phantoms remedied one of the faults which Col. Olds had noted when the Air Force had unwisely chosen to depend entirely on missiles for air-to-air combat.

After the War

The 8th TFW emerged as the highest scoring USAF wing during the Vietnam War. Olds continued to lead the Wolfpack from the front and bagged three more MiGs bringing his over-all total to 16 confirmed kills. He returned to the United States having flown 259 combat missions in two wars, was eventually promoted to brigadier general, and fulfilled a number of key posts in the Air Force until retirement, chief among them Commandant of Cadets at the USAF Academy.

Chappie James went on to become the first black U.S. four star general. A Tuskegee Airman, he trained pilots during World War II and accumulated a total of 179 combat missions in Korea and Vietnam. His final posting was as commander of the North American Air Defense Command. A heart attack claimed him less than a month after he retired.

Capt. John Stone, one of the mission architects, retired as a colonel. His son became a fighter pilot in the Texas Air National Guard.

Eventually, the reign of the World War II bomber generals ended and the tactical air force regained parity with the strategic air force. The USAF instituted a realistic fighter training program focusing on dissimilar air combat and designed tactics and equipment which would reduce casualties and improve combat performance. The

McDonnell F-15 Eagle was adopted as an air supremacy fighter and Col. John Boyd and the “Fighter Mafia” brought about the adoption of the lighter General Dynamics F-16 Fighting Falcon. All of the new fighter aircraft were equipped with guns up to an including the F-22 and F-35.



McDonnell F-15E Strike Eagle displays its conformal fuel tanks outboard of the engines and under the wings. They add 750 gallons of fuel to the aircraft and are also each mounted with three weapons hard-points.



General Dynamics F-16 flown by “The Boys from Syracuse,” 174 FW, NYANG. They now fly the General Atomics MQ-9 Reaper (Predator B). The F-16 was promoted by “Fighter Mafia” under the mantra, “Not a pound for air to ground.”



The Lockheed-Martin F-22 Raptor, fifth generation fighter. The aircraft carries a 20 mm Vulcan cannon in the right wing root.