

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

21 FEB-TRCS Safety Down Day-Dickinson/Hanke  
28 FEB-TRCS Meeting-Logistics & Supply-Miller  
  
03 MAR-CTWG Cadet Competition Day  
10-11 MAR-Squadron Leader's Course  
15 MAR-CTWG Cadet Competition  
17-18 MAR-Great Starts-Camp Niantic  
17-18 MAR-TLC Course (Seniors)-Camp Niantic  
18 MAR-CTWG SAREX (tentative)  
31 MAR-CTWG Pilots Meeting  
14 APR-LifeStar Field Trip-Backus Hospital  
21 APR-CTWG SAREX  
21-22 APR-Corporate Leader's Course  
28 APR-Glider Orientation Flight Trip (tentative)  
04 MAY (FRI)-Ledyard A/S Festival-Juliet Long  
16 JUN-CTWG SAREX  
16-17 JUN-Quonset Air Show  
23-30 JUN-PAWG RCLS Course  
12-14 JUL-Casa Wojtcuk Bivouac

21 JUL-04 AUG-Nat'l. Emergency Services Acad.  
04-05 AUG-Westover Air Show  
11 AUG-CTWG SAREX  
19-22 SEP-CTWG Guided Training Evaluation  
10 NOV-CTWG Conference-Cromwell

### CAP ID CARD PHOTOS

All members must now have a "passport style" photograph on file at NHQ. If you do not have a photo identification card, please prepare to have a photo taken at the next meeting. Uniform may be of your choice but a uniform is required.

### CADET MEETING MINUTES

14 February, 2012

by

C/Capt Brendan Flynn

Following a uniform inspection, C/CMSgt Brendan Schultz gave a leadership lesson on the team. He talked about the four steps in the cycle of the team, which are the forming, storming, norming, and performing stages. Cadets discussed how the team comes together, setting goals, and what teams need to succeed.

Capt Wojtcuk led a character development session on teen stress. In this lesson, cadets talked about where stress comes from and how to deal with it.

Capt Wojtcuk gave cadets the dates for several upcoming activities. Cadets will visit Lifestar facilities on April 14, PT will be held at the Coast Guard Academy on April 22, CTWG is holding a SAREX on April 21 in Middletown, a glider trip is tentatively scheduled for April 28, the Juliet Long AE festival will take place on May 4, the Great start weekend will be from March 16 to 18, and the summer bivouac at the Wojtcuk house is currently scheduled for July 12-14.

C/SrAmn Paquin encouraged cadets to come to the cadet ball to be held at the Coast Guard Academy on August 11.

Maj Rocketto briefed the cadets about the teething difficulties of three new large airliners and the premature death announcement of manned aircraft. A *Coastwatcher* article will appear with details. Mention was made of future field trips.

Maj Rocketto awarded C/Capt Flynn the NRA Expert Rifle qualification badge.



### **SENIOR MEETING MINUTES**

*14 February, 2012*

No formal meeting was held. Officers worked on individual projects.

### **AEROSPACE CURRENT EVENTS**

#### ***Kittinger High Altitude Jump Record Challenged***

In 1960, test pilot Joe Kittinger set a altitude parachute jump record when, in the course of a USAF research project, he bailed out of a balloon at 102,800 feet. Felix Baumgartner, a highly experienced jumper plans to ascend to 120,000 feet in a helium balloon in the vicinity of Roswell, New Mexico.

#### ***Big Planes, Big Problems?***

The Airbus A380 fleet has been ordered to undergo inspection for cracks which have been discovered in wing fittings.

The Boeing 787 Dreamliner is being modified to correct improperly installed spacers in some of their fuselages.

Investigations are underway to determine the best way to reactivate the tail fuel tank on certain models. The tank was deactivated to to potential flutter issues were found during certification.

The problems are those often faced by new aircraft as they are brought on line. None of them are serious but all of them are expensive to fix, not only in direct costs but also in aircraft down time.

### ***Manned Aircraft Make Comeback***

The inroads of unmanned aircraft into the USAF order of battle has been blunted by two recent decisions. The Block 30 Global Hawk will probably be terminated in favor of continued use of the Lockheed U-2/TR-1 aircraft which are cheaper to operate. The U-2 is expected to remain operational until 2025.

Plans are also in the works for the development of an new manned long range bomber. Air Force officials are interested in an “affordable” design for delivery around 2025.

Long range strike aircraft have assumed new importance with the use of bombers in Southwest Asia, Libya, and with the growing importance of the western Pacific in strategic planning.

### **AEROSPACE HISTORY**

#### ***Part III***

*Precision Attacks and Special Operations by the deHavilland DH98 Mosquito*

*The previous two parts discussed precision air attack. The deHavilland Mosquito, the RAF choice for low level precision bombing was introduced and their role in raids on Gestapo facilities in Norway and France were explained. Part III will discuss the reduction of Gestapo buildings in Holland and Denmark.*

Aarhus, Denmark-31 October, 1944

The Gestapo commandeered two buildings at Aarhus University in Jutland to use as their Danish headquarters. By mid 1944, the Gestapo's actions against the Danish resistance were placing many of them in extreme jeopardy so the Danes requested that the part of the college which contained the German records section be bombed.

The 2<sup>nd</sup> Tactical Air Force was assigned the mission and they tasked 140 Wing, the same the unit which had carried out Operation Jericho at Amiens. Wing Commander (Flying) R.G.Reynolds took over operational command and the selected raiders from 21, 464, and 487 Squadron and HQ 140 Wing were ordered to perform repeated cross country mission to sharpen navigation and low level flying techniques.



*Royal Norwegian FB.VI at Bödo.*

They 24 FB.VI bombers and a PRU Mosquito IV departed from an advance base in Norfolk. Each bomber was equipped with auxiliary fuel tanks and carried a pair of 500 pound bombs fused for 11 second delays. Cover was provided by six Mustang IIIs (the North American P-51C) flown by Polish pilots from 315 Squadron. Low clouds and visibility at no more than three miles provided cover from German interceptors. As in previous attacks, the squadrons attacked in sequence, One raider was so low that it struck a building a glancing blow by suffered no serious damage. The Germans were caught unaware and destruction

was complete. One aircraft had to land in Sweden and the crew was interned. There were several civilian casualties, some of the prisoners escaped, the records were destroyed and the Nazis suffered a few score dead, chief among them the head of the Gestapo in Denmark.



*Smoke rises from the burning Gestapo HQ.*  
(RAF Photo)

One of the pilots who flew as a wingman under a pseudonym in the HQ flight was Air Vice Marshal Basil E. Embry who had been denied permission to fly on the Amiens mission since he had knowledge about the planned D-Day invasion. The invasion was over and Embry, equivalent to a US major general, took part.

Operation Carthage  
Copenhagen, Denmark-21 March, 1945

*Shelhaus*, Gestapo headquarters in the center of Copenhagen was the next target selected for the attentions of No. 140 Wing. The building was both an administrative center for the Nazis, a records repository, interrogation rooms and torture chambers. Originally turned down as too risky due to its location, the RAF finally agreed to accede to the Danish resistance's request to destroy the facility.



*USAFM B.35  
Mosquito  
modified to the  
PRU Mosquito  
P.XVI as flown by  
USAAF.*

21, 464, and 487 Squadron FB.VIs were accompanied by their usual consorts, two PRU B.IV photo-recce aircraft and an escort of 30 Mark III Mustangs. Again, the attackers came in at rooftop level but a disaster occurred. One aircraft was damaged when it struck a ground object and crashed into the Jeanne D'Arc School. Several other aircraft, believing that the crash site was the target, bombed it also. Over 100 Danes died in the accident including 86 schoolchildren. However, Shelhaus was severely damaged, some 150 members of the Gestapo were killed as were eight Danish prisoners. Some 30 Danish prisoners escaped. The British lost four bombers and two fighters.



*Shelhaus, the former Royal Dutch Shell Oil Company headquarters in flames after the attack. (RAF Photo)*

stage. To achieve the best possible precision for bomb placement, determined and skilled aviators flew very low and sometimes very slow. The results were mixed when the RAF waged their private war against the Gestapo but the courage and skill of the British and Commonwealth pilots and navigators was without peer.

*The squadron insignia which follow are those of the units which participated in the indicated raids.*

**Oslo, Norway-25 September, 1942**



105 Squadron  
Royal Air Force

- Amiens, France-18 February, 1944**
- The Hague, Netherlands-11 April, 1944**
- Aarhus, Denmark-31 October, 1944**
- Copenhagen, Denmark-21 March, 1945**

Odense, Denmark-17 April, 1945

One week before the German surrender, the RAF punished the Gestapo for the last time. Wing Commander Bateson, the leader of the Hague mission, led once again. Odense is located on the Fyn Peninsula in eastern Denmark. The target was a well camouflaged building in a heavily populated section of the city and one pilot reported that he had to spend a half hour searching for the target which gave the local population a chance to clear out. No Danes were killed and the target was destroyed.

Today, the rules of engagement and the availability of precision weapons technology mitigate the danger to by-standers. The use of armed drones, some of which are limited in payload, had also promoted the development of smaller warheads. But three quarters of a century ago, these classes of weaponry were barely in the developmental



21 Squadron  
Royal Air Force



464 Squadron  
Royal Australian  
Air Force



487 Squadron  
Royal New  
Zealand Air  
Force

**Odense, Denmark-17 April, 1945**



617 Squadron  
Royal Air  
Force