

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

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. ES Academy
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. A uniform is required.

CADET MEETING MINUTES

21 February, 2012

by

C/Capt Brendan Flynn

Following a uniform inspection, C/MSgt Bourque held an Aerospace lesson on the space environment. He focused on our solar system and the universe. To explain the sun and planets of our solar system, Cadet Bourque, as Captain of the Enterprise, assigned cadets to name their spacecraft and visit a planet of their choice, and then return with a report.

Cadet staff rearranged cadet seating to accommodate recent growth within the squadron.

C/CMSgt Daniels led an aerospace exercise. The scenario of this activity was that two spacecraft, one containing Alpha Flight cadets and the other containing Bravo Flight, crash landed on the bright side of the moon. The marooned cadets were tasked with ranking available equipment, such as water, flares, and solar heaters, in order of their importance for surviving and finding the other team.

C/Capt Flynn reminded cadets of upcoming activities, including the visit of an Air National Guard recruiter this coming Tuesday (28 February). He is scheduled to speak to cadets between 1915 and 1930.

Maj Noniewicz talked to cadets about the recent SAREX on February 18 and informed them of the CTWG SAREX scheduled for April 21.

Two cadet promotions ended the meeting. Cadet Matthew Johnstone was promoted to Airman First Class, having completed the Arnold Achievement. Cadet William Adcock completed the Curry achievement and was promoted to Airman.

SENIOR MEETING MINUTES

21 February, 2012

The entire meeting was devoted to safety issues under the direction of 2Lt Dickinson.

Maj Neilson spoke on propeller safety and the dangers of hand propping.

Maj Noniewicz discussed nuances of the Operational Risk Management matrix concentrating on risk assessment and go-no go decisions.

SM Wojtcuk discussed fire safety and the choice of suitable fire extinguishers and the techniques to employ them.

Maj Welch discussed critical issues in first aid which included the need for a medical history on a Form 60, the avoidance of infection in case of lacerations and abrasions, hypothermia, dehydration, and sunburn.

CTWG TRAINING EXERCISE

18 February, 2012

The Wing held a multi-faceted training exercise using air and ground crews operating from two different bases, Groton and Danbury. The scenario postulated an earthquake in central Connecticut and missions were dispatched to assess damages and locate victims.

The Incident Commander was Maj Michael Heath of Danbury. Maj Keith Neilson ran Operations. Ground Branch Director was Capt Ciritello from the 186th. Thames River's commander, Maj Paul Noniewicz was the Safety Officer. Thames River's commander, Maj Paul Noniewicz was the Safety Officer. LtCol Kinch and Capt Wojtcuk tended to administrative tasks. Capt Kravitz from Danbury served as a Mission and Transport Pilot. Cadet Strider of the 103rd handled mission base communications.

A large group of trainees participated. LtCol Richard Levitt of Waterbury and Maj John deAndrade of Thames River were Planning Section trainees. Maj Palys of Waterbury was a Safety Officer Trainee. Capt Kelleher of the Royal Charter Squadron worked as Ground Branch Director trainee. LtCol Vallillo from Wing Staff was completing his Mission Staff Assistant qualifications. Maj Litwinczyk from Southington trained as Operations Section Chief. Maj Rocketto was a Mission Staff Assistant and Public Information Officer trainee.

The primary goals of the mission were practicing air-ground coordination, integrating personnel and material resources from different squadrons, and training members for qualifications in needed emergency service specialty tracks from incident commander on down.

Three aircraft were based at Groton although one was grounded due to the failure of the anti-collision beacon.

The Thames River Ground team, led by Maj Bourque aided by Maj Welch, a paramedic, set out to track down the location of a practice beacon and worked in conjunction with one of the aircrews practicing radio communications and signaling techniques. The Thames River

cadet component of the ground team consisted of C/1Lt Wojtuck, and cadets Bourque, vanDevander, Johnstone and Erika Steinson from the Royal Cadet Squadron.

In Hoc Signo, Vincas

Cadet Johnstone practices using the L-Per to track a beacon signal.



The ground team was guided to the vicinity of the transmitter by an aircraft flown by Capt Petry LtCol Wisehart and Lt Dickinson. They then set out on foot and located the beacon with additional direction from the orbiting aircraft.



Lt Dickinson and LtCol Wisehart review the mission plan prior to take off.

A TRCS crew consisting of Capt Farley, mission pilot, 2Lt Dickinson, observer, and Maj Rocketto, photographer, were tasked to photograph five bridges on the Connecticut River which was successfully accomplished.



The piers and roadbed of the Baldwin Bridge are photographed for analysis by damage assessment experts.

A mixed crew consisting of SM Skiff and Lt Krason from Charter Oak and LtCol Kinch photographed a series of dams near Norwich and Bozrah.

At the same time, Danbury was conducting a series of exercises similar to those held at Groton. An assessment of the lessons learned of this joint exercise will be made and lessons learned will be incorporated into future training.

AEROSPACE CURRENT EVENTS

Engine-Airframe Juggling

Boeing is claiming that the use of the Pratt & Whitney geared turbo fan will give its new 737 Max a competitive advantage over the Airbus A320neo which will be equipped with the more powerful CRM Leap engine.

Boeing holds that its smaller engine which weighs less and produces less drag will more than offset the better efficiency of the CRM design.

In the end, the fuel burn per seat will decide which design choice is best and that will be settled by flying the aircraft, not computer modeling nor marketing hype.

Airborne Laser Test Bed Put to Bed



The latest casualty in the budget wars is the Missile Defense Agency's modified Boeing 747-400F known as the Airborne Laser Test Bed. The ALTB is equipped with a chemical

laser using hydrogen peroxide and chlorine as fuel.



YAL-1A in Flight (Missile Defense Agency Photo)

Designated YAL-1A, the system has had a few successes destroying surrogate tactical missiles during its sixteen year development and five billion dollar budget.



YAL-1A Maneuvers Over Solar Panel Array North of Edwards Air Force Base (MDA Photo)

The system uses infrared sensors to detect the exhaust plume of a tactical missile in boost phase. A kilowatt targeting laser then tracks the missile and selects and aiming point. A second kilowatt class laser measures atmospheric disturbances which could refract the energy beam and cause the weapon's beam to miss. Adaptive optics then correct the focusing mirror of the megawatt class high energy laser which fires in short three to five second bursts which are designed to heat the surface of the target until its structural integrity is compromised and it fails.

However, the high cost of deployment of the system, its short range, problematic effectiveness, and its limited utility has led to its demise.

The aircraft is scheduled to be transferred to the

custody of the Air Force's Maintenance and Regeneration Group, popularly known as "The Boneyard," Tucson, Arizona.

Its predecessor, the Boeing NKC-135A Airborne Laser Laboratory may be found at the Museum of the USAF in Ohio.



NKC-135A ALL at USAF Museum

VARIATIONS OF THE 707/C-135 AIRFRAME

The NKC-135A is one special test version. Here are a few others.



EC-135 A/RIA (Apollo Range Instrumentation Aircraft)



R&W of Canada Engine Test Bed



US Navy Electronics Test Aircraft



US Army Airborne Surveillance Testbed