

Missions for America
Semper vigilans!
Semper volans!



The Coastwatcher

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

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IMPORTANT NOTICE

This issue of *The Daedalean* contains the second part of Major Keith Neilson's dramatic report on CTWG's participation in the delivery of medical supplies to New York subsequent to the 911 terrorist attack.

Vol. VI, No. 35

20 September, 2012

SCHEDULE OF COMING EVENTS

22 SEP-Cadet ES Practice at Squadron
21-23 SEP-USAF Compliance Inspection
29 SEP-Wings Over Westerly 1000-1500
25 SEP-Citrus Fruit Fund Raiser Commences

10-11 OCT-NER A/S Education Academy
12-14 OCT-NER Conference
16 OCT-Citrus Fruit Fund Raiser Ends
20 OCT-Commander's Cup Rocket Competition
03 NOV-Basic Communications Course
10 NOV-CTWG Conference-Cromwell
18 DEC-Annual Squadron Holiday Party
25 DEC—01 JAN No Meetings

CADET MEETING MINUTES

18 September, 2012

by

C/Maj Brendan Flynn

The meeting opened with drill. Cadets practiced marching movements, including close/extend march, drill tests were administered, and new cadets practiced stationary movements as well as the beginnings of marching movements.

Capt Wojtcuk discussed the NCO Leadership Academy and North East Region Cadet Leadership School to take place in New Hampshire, 26 December 2012 to 1 January 2013. Applications are currently being accepted to both of these schools.

Cadets were instructed to courtesy copy Capt Wojtcuk when they email cadet staff to inform them that they will be absent for a meeting.

Capt Wojtcuk led a character development session on "Walking with Giants: the Company We Keep". Cadets brainstormed to explain the values that define a "giant": vision, faith, work ethic, and commitment. Afterwards, they tied these values into CAP's core values. Cadets were warned not to keep the company of those who wallow in self pity, self gratification, and self loathing.

C/1stLt Daniels taught a leadership lesson on communication. He began with a team building exercise in which cadets explored the fact that different people learn in different ways. He talked discussed verbal and non-verbal communication, as well as communication by our image.

Maj Noniewicz talked to cadets about climbing Mount Washington and the some of the cadets offered anecdotes about their experiences hiking.



Capt Wojtuck and Maj Meers fasten Cadet Meers' new stripes to his collar.

In the closing ceremonies, Cadet Nathan Meers received the Mary Feik Achievement and was to the rank of C/SrA.

DANIELS RECEIVES LETTER OF ASSURANCE FROM USCGA

C/1stLt Drew Daniels has received a “letter of assurance from Coast Guard Academy Admissions Office. This states that Cadet Daniels is assured entry to the USCGA in the next class if his grades are maintained and he passes the physical examination.

SENIOR MEETING MINUTES

18 September, 2012

The senior meeting centered around an unusual safety program. The life raft carried on Long Island Sound Patrols was scheduled for its periodic inspection. Permission was received to inflate the raft and inspect the contents. The cadets were invited in for the event which was held indoors due to high wind conditions.

The group discussed the merits of the raft which we have been issued. It is a four man raft, bulky and weighs about 35 pounds due to the emergency supplies which are part of the kit. It is not particularly easy to move in and out of the aircraft and some squadron members expressed concern that in the case of a ditching in which the aircraft might be inverted and the crew injured, deployment of the raft would be problematic.

Since our flights are almost always within gliding distance to land, some thought that a small three man raft, *sans* emergency equipment, and weighing about 15 pounds might be a better choice. It would also be cheaper to purchase and maintain.

After some talk, LtCol Kinch, one of our few members with experience in water survival, pulled the inflation lanyard and we watched full deployment occur in around 10-15 seconds. The cooling of the raft and the carbon dioxide bottle were most noticeable.



The Beast in Its Lair!

The Colonel Pulls the Lanyard



The Beast Arises.

It Works!





Emergency Kit Supplies

Maj Nielson takes a break from his dreary daily duties at Docko.



Next, we examined the features of the raft. It contains handles to assist in boarding, drogues to act as sea anchors, and the aforementioned emergency kit.

Upon inspection, the kit contained packets of drinking water, emergency rations, flare gun and flares, first aid kit, dye marker, a canopy which can act as protection against the sun or rain or as a water collector, water storage bag, whistle, knife, signal mirror, ELT, repair kit, and an emergency air pump.

The raft was then deflated, bundled, and will be shipped back for inspection, recharging of the gas cylinder, and renewal of its time expired supplies.

The Squadron was visited by Director of Communications LtCol Chris Kelling, accompanied by 2ndLt Desmond Ould.

TRCS WINS CTWG RIFLE TOURNAMENT

15 September, 2012

Four cadets representing Thames River Took first place in the 2nd CTWG Rifle Tournament. Led by C/Maj Brendan Flynn, Cadets Trotochaud, Paquin, and Meers scored a total of 728 points. Plainville's 186th placed second and Silver City, out of Meriden took third place.



Mr. Mark Wujtewicz, coaches TRCS riflemen, Meers and Trotochaud

Flynn took high individual honors, edging out Cadet Dylan LaVoie from Silver City, 193 to 192. Trotochaud ended up in third and Paquin and Meers placed fifth and sixth in a field of 13 shooters.



Cadets Flynn and Paquin firing prone at the 50 yard range.

All cadets participating received prizes. The two high shooters received \$25 gift certificated to Target (a suitable name) donated by the Sitarz family, whose son Cadet Joseph Sitarz, was the sole representative from Hartford's Royal Charter Squadron.

The rest of the cadets, in order of merit, selected awards ranging from emergency services gear such as compasses to a range of books on aerospace themes.

Teams will receive trophies after then have been engraved.

OLDE RHINEBECK AERODROME FIELD
TRIP

16 September, 2012

Twenty two cadets and eight officers representing four squadrons enjoyed a full day of entertainment and education Sunday last in New York's Hudson River Valley.

Five cadets, Trotochaud, Meers, Olszanecki, Johnstone, and Brouillard and three seniors, Maj Bourque who was officer-in-charge, Maj Rocketto, and SM Meers traveled by van to the air show.

After entry, the group toured the flight line. They then ate lunch while entertained by a string trio playing and singing Celtic music, heavy on Irish revolutionary songs.

*The cadets inspect a
Fokker D.VIII.*



(Photo by D. Meers)



*Is that a group portrait
of Wing Staff on the side
of the fuselage?*

(Photo by Roy Bourque)

Immediately after lunch, the group visited a group of re-enactors who has set up a campsite representing a World War One rear base of an 1916 Austro-Hungarian artillery unit. At that base were two German flying officers, recently shot down, rescued from no-man's land, and awaiting transportation back to their squadrons.

Scott C. Greb, AKA *Rittmeister* Richhardt Greb of the Royal Prussian Jagdstaffel 17 flying the Albatross D.III first explained details about his Uhlan cavalry uniform and decorations. He then discussed various aspects of air warfare in WW I and displayed extensive knowledge of both the equipment and personalities involved.



*Achtung Major
Bourque! The
Rittmeister is
making a
point.*

The group next walked up the hill and visited the extensive static display of aircraft and engines housed in four different hangars.

It was then time for the show. Previously selected ladies and young girls from the audience, dressed in period costumes, were driven by the spectators in 1920 and early 1930 automobiles. During this show, the persona of the vaudevillian air show to follow were also introduced. We met the beautiful Trudi Truelove, the dashing pilot Sir Percy Goodfellow, their friends, Madame Fifi and her aviator consort, Pierre Loopde-loop. And then from their lair, the Badz Boyz Saloon, sallied forth the villainous and dastardly Black Baron and his evil minions. Interrupting the marriage ceremonies of Trudi and Sir Percy, the Black Baron lusting to steal a kiss from Trudi, kidnaps her. In the melee to rescue Trudi, Madam Fifi's lingerie shop is accidentally bombed by Pierre, Trudi falls from an airplane, a Renault tank enters the fray, and the Black Baron and Sir Percy end up in a dogfight.



The Black Baron's Fokker is stuck in a daring head-on pass by Sir Percy's SPAD.

The melodrama over, the cadets visited with one of the pilots, Chris Bulko who was a member of the now defunct CTWG Taconic Squadron in the mid 1980s. He flies with Barbara Fritz, a former member of the New Haven Minutemen.

The TRCS contingent mounted their van and cruised the back roads of Dutchess and Litchfield Counties until they found a open Chinese restaurant where they supped before heading home. SM Meers used much of the van time to study emergency services handbooks. Actual time of arrival at GON was at 00-dark ending a 13 hour day filled with new experiences and interesting events.

AEROSPACE HISTORY

Thames River Composite Squadron's Role after the 911 Attack

*by
Maj Keith Neilson*

Editor's Note

After the murderous high-jackers seized four US domestic airliners and used them in a coordinated attack on the United States, civil aviation was grounded. Popular knowledge holds that on one was allowed to fly except military aircraft.

But the first aerial pictures of the devastation were taken by NYWG's Cessna 172, N9344L. The CTWG, MAWG, and RIWG all contributed aircraft to the relief effort.



44 Lima

Now training cadets for the CTWG

One group of civilians were flying during that period. Carrying on a tradition established in World War Two, the Civil Air Patrol, Volunteers for America, were aloft.

In Part One of Maj Neilson's recounting of this part in the CAP mission to transport medical supplies to New York, we learned of the shock, disbelief, and confusion which the attack caused. Nevertheless, the disaster sparked an almost immediate reaction and Maj Neilson commenced preparations for a mission call which soon came. He mustered Lt Noniewicz as his crew, said goodbye to his family, rendezvoused with "Nonie" and set out to Brainard to prepare an aircraft and await further orders. They were then told to fly to Bedford Hanscom Airport, just west of Boston, pick up medical supplies, and ferry them to John F. Kennedy Airport on Long Island. The story picks up from this point.

Part 2

Our instrument flight plan would take us to the Hartford VOR and then via the 053 radial to the “Scream” intersection and then via radar vectors to Bedford Hanscom Airport located approximately 20 miles to the east. Departure was via Runway 2 and our initial climb limitation was placed at 2,500 feet, right turn on course, direct Hartford...

By this time it was dark and the stars were out and the visibility was outstanding, it was a beautiful calm night flight.

It was a little unnerving flying at 9:00 p.m. on Tuesday night, September 11th. There were virtually no other airplanes in the air that we could hear for the first 15 minutes of our flight. Bradley approach control was not talking to anybody and we could hear no other communications on other frequencies. We checked in with headquarters on the Civil Air Patrol radio and proceeded on course. By the time we were halfway to Bedford, we heard CAP Flight 603 come on the air as they reported in with Bradley approach somewhere in the vicinity of Middletown. About five minutes later we heard CAP Flight 602 which was in the vicinity of Danielson; everybody was proceeding direct to Bedford Hanscom. Other than that, there were no other airplanes contacts, not even police, Justice Department or military.

We passed the “Scream” intersection right on time and received our radar vectors heading 090° for Bedford Hanscom. Ten minutes later we were there. Boston in our 1:00 to 2:00 position was beautiful. It was brightly lit and we could make out all of the features of downtown with its tall office buildings and all of the surrounding neighborhoods. The border with the Atlantic Ocean was clear and sharp and we could see portions of Cape Cod on the horizon. To the northeast, we could also see as far north as Portsmouth, New Hampshire.

We picked up the Airport Terminal Information Service broadcast (ATIS) and determined that we would be landing on runway 29 with a slight cross-wind from the right...

Once on the ground we turned off onto the first available taxi-way and proceeded toward the ramp using progressive instructions from the tower. For the first time we heard an unusual set of instructions: “CAP Flight 604, you may taxi at your risk to parking. Follow taxi-way Foxtrot and Hotel and you’ll see the floodlight on the apron ahead.” We acknowledged with a “Wilco.” It was a little strange for us to be confronted with what is normally an instruction or directive from Air Traffic Control, but in this case was an advisory with a disclaimer attached.

Taxiing in didn’t require any exceptional skills but the flood-lighting system that had been set up by Civil Air Patrol was unbelievable. There were high-pressure sodium bulb lamps facing our aircraft, effectively blinding us and destroying our night vision. We had to taxi very slowly down the lane between parked aircraft to assure that we were not too close to any aircraft. I kept my left eye closed while I was looking at the flood lights so that when I needed to look at our proximity to parked aircraft, I would close my right eye and open my left eye and retain some of my night vision.

As we finally passed the first set of flood lights which were the most distracting, I realized that the Civil Air Patrol ground forces at Bedford Hanscom had accumulated a tremendous stockpile of boxes that were right in the middle of the aircraft parking area. We were marshaled into a tie-down spot and met by the ground team. We were advised that one of us should file the IFR flight plan to Kennedy Airport, telephone it in to Flight Service and get the

transponder code and flight authorization from Boston Approach while the other should calculate a weight and balance for the plane and determine our load carrying capacity...By now it was 10:30 p.m. and Paul and I ate the first of the many assorted fruits we had bought for the trip.

...

Lt Noniewicz computed the weight and balance and determined how many hundreds of pounds of blood, hypodermics, and transfusion kits we could take with us. By the time I got back to the plane with our approved flight plan and authorizations, the plane was almost entirely packed and every nook and cranny in the plane was filled with the two foot cubical blood boxes, full of ½ pint pouches of fresh blood or the hypodermic boxes which were about 6” wide, 4” high and 15” long or the slightly larger intravenous transfusion kits.

The plane was so full our seats could not be retracted for our usual ease of entry. Of course I had to make sure that my flight bag with all of the current charts and publications critical to safety of flight were completely accessible since we didn't know where we would end up on the next leg of our mission, although we presumed it would be a round-trip back to Bedford Hanscom.

We got back into the airplane, conducted our usual pre-flight safety briefing... We also carefully reviewed the taxiway chart for Hanscom Field to ease our departure. While we were taking care of these last minute chores, CAP Flight 601, which had preceded us into Hanscom piloted by David Hull, taxied out. We were told by Air Traffic Control to follow CAP Flight 601 at our own risk...

We taxied down to the east end of the airport lining up in the run-up area just south of the threshold of Runway 29. While we were going through our pre-takeoff checklists and confirming

engine and control system performance, CAP Flight 601 came on the air and alerted the tower that they would have to return to the apron because of an ignition system problem. Our departure time from Bedford Hanscom would be 11:50 p.m.

On the trip up to Bedford Hanscom we had heard another Civil Air Patrol plane with a Rhode Island identification number flying the opposite of our course down to Kennedy Airport. With 601 out of commission we were going to be the second airplane in this Civil Air Patrol airlift and mission of mercy into New York City. We could hear CAP Flight 602 receiving its taxi authorization and switched over to the tower frequency for our take-off clearance which was again given “at our risk”.

Departure in a plane loaded to maximum gross weight is always a surprise when we are accustomed to flying them lightly loaded. Acceleration was slow but we followed our normal procedures...It seemed darker and the air was still smooth and although we put in about 10° of cross-wind correction initially, within a minute we could no longer see any ground reference that would indicate our crab-angle...We contacted approach control, Boston departure, and proceeded on our way to Kennedy.

The flight to Kennedy began the most unbelievable part of this whole trip. As we climbed up to 6,000 feet our initial course was to the Putnam VOR and thence to Norwich and Calverton on Long Island. From there we were to continue westerly to the Deer Park VOR and then straight to Kennedy Airport. I think the air traffic controllers were feeling some of the same surrealistic feelings that we pilots in Civil Air Patrol were feeling because they seemed

detached from their normal state of high alert and constant readiness. I guess with only six slow-moving Civil Air Patrol planes in the air between New York and Kennedy Airport there's not really a whole lot to do.

At any rate, as we approached the Putnam VOR we checked in with Providence approach and they said, "You're clear direct Calverton". This is a distance of approximately 60 miles and with the clear skies and visibilities just about unlimited, we could see Long Island from our 6,000 foot elevation above the northeast corner of Connecticut. As we approached the Connecticut shore over East Lyme, I recognized my neighborhood and various features of Niantic and then began focusing further to the west toward of destination of Kennedy Airport...

What struck me immediately was that a cloud was visible over New York City. The cloud was very broad and narrow, 10 to 20 miles north to south of New York, but right over the city, it was maybe 1,000 feet thick at an altitude of 3,000' to 4,000'. It was almost like a very broad dome shape, but to have it visible from 100 miles away was a little unusual. We were cleared immediately to the Deer Park VOR which almost put us on a straight line course to Kennedy Airport as well.

By now we had been flying a little more than a half an hour and our time to Kennedy was another 45 minutes. When I pointed the cloud out to Paul we both became very quiet. We kept right up with our instrument reporting and flight plan following but there were no more interesting observations about the lack of chatter on the radio or how beautiful and smooth the flying conditions were. We did scan for other aircraft, although judging from the radio activity, there were none. Our nearest *compadre* was CAP 602 about 30 miles behind us.

...About 10 miles west of the Deer Park VOR, the radio contacts became more of what we were accustomed to. Kennedy approach began giving us radar vectors to the airport and we picked up the ATIS indicating that Runway 31 Right would probably be our landing runway.

Kennedy Airport is an unbelievable complex. The total land associated with the field is approximately 8,500 acres which is about 12 square miles or roughly about the size of New London. One of the runways is almost 15,000 feet long...When Kennedy approach told us the airport was now 5 miles ahead at our twelve o'clock position, I asked Paul if he saw the airport, to which he said, "Negative".



JFK on a normal day. Try and count the aircraft visible. Runway 31L starts at the bottom left edge of the image.

At three miles out, he was still having trouble finding the airport and so I suggested that he look for long straight alleyways in the mass of lights ahead of us and subsequently offered to line the plane up on the runway we would be landing on. The tower had now told us we would in fact be landing on Runway 31 Left; the 3-mile runway. As I lined up on the runway, Paul said, "Now I see the airport." He also said, "You know, I really don't feel comfortable making this landing." So I said, "Well, let's fly together",...

We made the landing together. We had been instructed to land and stop, or hold short of, the truck with the flashing light, which was the “follow me” vehicle. When we received our landing authorization, we were still 3 miles from the “follow me” truck, but could see it clearly on the taxiway adjacent to the runway. Our arrival time at Kennedy Airport was 1:00 a.m.

It was unbelievable, but there were no airplanes moving on Kennedy Airport. We landed approximately 7,000 feet down the 15,000 foot runway, stopped in about 400 feet, and proceeded to turn off immediately onto Taxiway Tango. Now we were in for a real adventure, trying to follow the “follow me” truck. I think he must have been accustomed to leading in high performance planes that can taxi at 30 or 40 knots. In our case, 30 or 40 knots is just below flight speed and we were in a constant battle between keeping the airplane on the ground and staying somewhere in the proximity of our fearless guide. My compromise was to taxi about 600 or 700 feet behind him anticipating that he might stop in a hurry and I would have to bring our airplane to a quick halt without damaging our brakes or tires, and hopefully not running into him. Again, we were fully loaded and 600 feet is our ground roll distance to stop after landing.

We taxied for about a mile, and turned into the general aviation terminal where we saw the other Civil Air Patrol plane that we had heard on our flight to Bedford Hanscom Air Force Base. They had been sitting there on the general aviation terminal ramp for 2 hours. The medivac truck that had taken away their supply of blood and needles had just left a half an hour prior to our arrival and these Civil Air Patrol pilots from Rhode Island Wing were just getting ready to depart, which they did about 15 minutes after our arrival.

We were more successful with getting the Port Authority police to come in and pick up our supplies, and approximately 45 minutes later we were back in a position to unload the plane and get back on the road, or in the air, as the case may be. When the police truck arrived, we asked them to stand by because we knew CAP Flight 602 would be landing momentarily. As we were saying those words, CAP Flight 602 taxied around the corner of the general aviation terminal ramp jet-blast fence and into the parking area.

We quickly unloaded both airplanes into the police truck and then went inside to file our flight plans for the return home and further assignments. It’s interesting to note that we still had to get our transponder code from the en-route air traffic control facility, New York Approach Control because they were not going to broadcast any transponder codes over the open radio. A terrorist aircraft might be able to assume that code and fly unimpeded to their target under the cover of a Civil Air Patrol authorization for flight in otherwise closed airspace.

Our time for taxi-out was approximately 2:30 a.m. Our return flight plan was very simple: Departure from Kennedy, Runway 31L with a right turn eastbound to pick up Victor 229 direct to Hartford and then the 053 radial, northeast to the “Scream” intersection and radar vectors to Bedford Hanscom Air Force Base. We taxied down to Taxiway Tango behind the high speed “follow me” truck after which the tower authorized us to take off. The remainder of the clearance was right turn on course, climb to 5,000 feet, expect Kennedy departure 2 minutes after takeoff. We climbed quickly with our newly-found lightweight aircraft and no more than 2 minutes after departure, we were leveled off at 2,500 feet, heading east, now with a tailwind and rapidly approaching Victor airway 229.

...I called Kennedy approach and indicated that we were approaching Victor 229 and asked if we were now authorized to proceed on course. Kennedy approach surprised me and said, "If you can proceed direct Hanscom, proceed direct at this time"; almost as if they didn't want to be bothered with us. I said we could do that and we proceeded directly northeast on a heading of 050. It was now approximately 2:45 a.m...Paul was again flying the plane and we focused a little bit on what we had just seen in New York.



*The smoking ruins of the World Trade Center are clearly visible in this true color image taken by Landsat 7 on 12 September around noon. The altitude of the satellite is around 450 miles.
(NASA Earth Observatory photo)*

When we were making our approach into Runway 31 Left, we were almost directly in line facing the spot where the twin towers of the World Trade Center used to stand. What we saw can only be described as unbelievable. Brooklyn was fully illuminated directly ahead of us. Newark and the metropolitan New Jersey surrounding it was also fully illuminated by street lights, building lights, flood light systems, highway lighting systems and so on, but lower Manhattan was dark from about the Empire State Building, south. In the middle of this dark patch there was what appeared to me

to be a smoldering campfire in amongst tree stumps. I know that the other buildings in the Wall Street area are 20 to 30 stories at the most and there are only a dozen or so that are that high. Everything else is down very low, less than 10 stories. There was a vertical stream of smoke, fairly narrow and rising almost straight up to an altitude of about 2,000 feet where the cloud, the dome shaped cloud, existed. The dome shaped cloud was clearly now more defined, and it in fact had a trailing tail to the south. The cloud was almost black with only a hint of purple, illuminated from beneath from the lights on the New Jersey side. It was unbelievable for me to look at this smoldering heap and realize that 30 years ago I had helped my dad's company, Adler & Neilson, in the construction of all the stairways inside the towers.

...

After we reached the "Scream" intersection and were at Vector 090 for Bedford Hanscom, Paul mentioned that fighters were overhead and appeared to be coming toward us. I had been so busy looking at the instrument panel and scanning our immediate environs for other traffic that I had missed looking at much higher altitudes. I had anticipated that we would see fighters but had kind of put that in the back of my mind.

The fighter aircraft ahead of us at about 20,000 feet were visible as two small lights. They were blinking and I recognized immediately that they were the position lights for a military fighter, very small, difficult to see, but clearly visible once located. We could not see the position indicator strips normally used for formation flying, only the wing tip position lights. The lights were coming straight at us. We were still level at about 5,000 feet and they

were three miles above us. When then got about a mile or two ahead of us, they made an abrupt turn to the left which put them on a southeasterly course. Within five minutes there was another pair of lights headed toward us. Then we started to realize that there were about a half a dozen of these fighters flying in an elliptical race track pattern around Boston.

Being a little bit curious, I called Boston approach and said, "Boston Approach, this is CAP Flight 604. We see the fighters above us. Do they know where we are?" Boston Approach came back and said, "They know exactly where you are" and referenced our assortment of landing and pulsing anti-collision lights which 1) made me re-assured, and 2) made me very glad that we had all our lights on so that we would not be construed as a suspect aircraft.

It turns out later on that the first flight down to New York did have trouble because they deviated about five miles from their intended flight path. They were greeted by an F-15 who lowered his landing gear and turned on his bright lights to alert the aircraft to the fact that they were where they were supposed to be.

We had been instructed before the flight to review intercept procedures and although we did read them and study them, some of the procedures were confusing and I felt that if my life depended on the proper interpretation and usage of them, my chances of surviving the night's flight were not good. Fortunately, we didn't have to use them.

The final part of our trip, descent from 5,000 to 2,000 feet and entrance to the traffic pattern at Bedford Hanscom were relatively uneventful... We landed at about ten minutes past four and began the laborious taxi procedures back to the flood-lit CAP staging ramp. By now Paul and I had exhausted most of our apples and other fruit and close to running on empty.

We pulled CAP Flight 604 into position by the remaining supplies and tied it down, ready to load up for the next flight out, which we presumed we would not be ours. We were at the end of our legal limits of flight time (8 hours based on CAPR 60-1) and pretty well beat. We closed out our flight plan and completed the CAP paperwork and joined up with Jay Cates and Major Fuhrmeister who had landed 20 minutes behind us and could hear the last aircraft, CAP Flight 603 about 40 miles out, beginning their approach. We caught a bus back into the Air Force Base lodging section and were assigned rooms to bed down. We all knew that we had to get 8 hours of rest before we could take our next assignment and we were glad to get the chance.

I walked into my room in the bachelor enlisted men's quarters (BEQ) at about 5:26 and by 5:30 had called Candy to let her know I would not be home for breakfast... By 20 of six, I was in bed and asleep. I woke up at about 12:10 and dressed PDQ and get down to the meeting area to meet with the other pilots and crew members.

We called CAP Field Headquarters on the flight line and requested a bus and were taken immediately back to the flight line where we devoured the rest of our fruit and prepared for the next aspect of our mission...we realized that the Connecticut Wing represented 2/3's of the pilots in the room and we had flown half of the missions the previous night with Rhode Island and Massachusetts completing the other quarter each.

Upon our briefing at the flight line it became evident that we had delivered everything that we were capable of taking from the Boston area to New York and we requested release back to our home bases so that we could turn the planes over to the next crew for future operations. We

were granted this request and filed immediately for IFR flight plans to Hartford...

Our flight plan was basically Hanscom to Hartford direct and Paul did all the flying. We landing at about 3:00 in the afternoon and put the plane away for the next crew making sure it was fueled before we left.

The drive back home was very interesting because we were exhausted but we knew that we had done a good job. I had taken several opportunities during the course of events at Bedford to congratulate all the Connecticut Civil Air Patrol pilots and crew members that were participating and let them know how proud I was to be flying with them...and I really was.

These were exceptional circumstances. We all felt the same heartbreak in our realizations of what had happened in New York and yet we had been able to do something about it. We flew valuable supplies in a very timely manner down to Kennedy Airport and did so without mishap and without compensation. Our total cost of flying to the Air Force through emergency channels and so on was about \$2,500 for the six airplanes flying basically all night. Compared to the cost of some operations, it was trivial. By the time I dropped Paul and Major Fuhrmeister off and got home it was 5:00...After dinner and a shower, I just went to bed. I knew 5:45 a.m. was going to come soon enough the next morning and we'd be right back in the rat race of our middle-aged life with three kids at home. But it was a job well done and I'll forever be proud and pleased that I was able to participate in it.



The Mission Goes On!
Maj Nielson and Paul Noniewicz conduct a briefing for a search and rescue exercise in 2008, seven years later.

THIS WEEK IN AVIATION *Notable Past Events*

14 SEP 1944-First scientific data collection flight into eye of hurricane made in Douglas A-20 Havoc. Col Floyd Wood, LtCol Harry Wexler, and Lt Frank Reckord manned the aircraft.

15 SEP, 1930-The first of several attempts to moor a blimp to the mast atop the Empire State Building fails.

16 SEP, 1919-Off Fishers Island, NY, an aircraft establishes radio communication with a submarine for the first time.

17 SEP, 1959-A. Scott Crossfield, legendary test pilot and CAP icon, pilots North American X-15 on the first of its 199 flights at Edwards AFB.