

Missions for America
Semper vigilans!
Semper volans!



The Coastwatcher

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

300 Tower Rd., Groton, CT
<http://ct075.org>

S. Rocketto, Editor
srocketto@aquilasys.com

C/Maj Brendan Flynn, Reporter

Vol. VII, No. 01

10 January, 2013

STARTING OUR SEVENTH YEAR OF PUBLICATION

Our banner, *The Coastwatcher*, bears historic and immediate significance. During the dark days of World War II in the Pacific, the Allies depended upon a rag-tag network of extraordinary volunteers: planters, missionaries, traders, natives, colonial officials and the military, to gather intelligence on Japanese naval and air movements, assist downed allied airmen, and acted as scouts, guiding military patrols. Their mission, much like our present Long Island Sound Patrol, consisted of assisting those in distress and reporting information that threatens national security.

Their arena, where some of the most vicious battles in history were fought, ranged from New Guinea to the Solomons to the Philippines. The names of Guadalcanal, Savo Island, and New Georgia, are battle honors which grace the colors of the United States Marines, Navy, and Army.

So it seems fitting that we title our newsletter, *The Coastwatcher*, to honor their achievements and to remind us of our *Mission for America*.

SCHEDULE OF COMING EVENTS

08 JAN-TRCS Meeting
12 JAN-CTWG O Flights-BPT
15 JAN-TRCS Meeting-Sr. Camera Training
19 JAN-CTWG SAREX
19 JAN-TRCS Flight Simulator/PT/Rocket Day
22 JAN-TRCS Meeting
26 JAN-TRCS SAREX
29 JAN-TRCS Meeting-Safety Down Day

23 MAR-CTWG Cadet Competition
TBD MAR-SLS-Camp Niantic
TBD APR-Commander's Cup Rocket Contest
19 JUL-CTWG KC-10 O Flight
10 AUG-17AUG-CTWG Encampment

CADET MEETING

08 January, 2013

submitted by

C/Maj Brendan Flynn

The meeting opened with drill practice.

C/A1C Powell led a DDR lesson on marijuana. He discussed the drug's ingredients, street names, and harmful effects.

Capt Wojtcuk held a character development session on internet safety in which cadets discussed the ramifications of several CAP related internet scenarios.

Maj Stansfield talked to cadets about National Cadet Special Activities. He discussed the activities available and the application process and he answered questions on the color guard competition.

Maj Noniewicz, Maj Stansfield, and Capt Wojtcuk discussed several upcoming activities, including the January 19 flight simulator/rocket building session, March 23 Cadet Competition, April 13-20 RIWG Basic Encampment, April CTWG Rocket Competition, and August 10-17

CTWG encampment.

In a promotions ceremony, Cadet Zachary Brandes-Powell received the Hap Arnold Achievement and was promoted to Airman First Class. Cadet Sinjin Benitez was promoted to Senior Airman and received the Mary Feik Achievement.

Cadets Powell and Welch were awarded their NRA Marksmanship Badges.



*Maj Rocketto presented
NRA Marksmanship
medals to Cadets Powell
and Welch*

*Mrs. Powell and Maj
Noniewicz affix Cadet
Powell's new insignia.*



*Cadet Benitez receives his
SrA insignia from his
mother and the Squadron
Commander Noniewicz*

SENIOR MEETING

08 January, 2013

Commander's Call

Squadron Commander Maj Noniewicz summarized the results of last week's CTWG Squadron Commander's Call:

Logistics are using new inventory and report procedures which are helpful in tracking equipment. TRCS Logistics Officer, Lt Miller, stated that he is satisfied with the new methodology and our current supply status. Orders were received to remove fire extinguishers

from all CAP ground vehicles! Some discussion resulted in which the reasoning for this order was questioned. First Aid kits are optional. TRCS Transport Officer, Maj Bourque stated that all time limited supplies in our first aid kit are up to date.

A wing-wide O Flight will be held in Bridgeport on the coming weekend. No support has been requested from our squadron.

The debriefing of CTWG participation in the Hurricane Sandy operation at CTWG paralleled that which was held earlier at TRCS. The deficiencies in coordination and tasking were noted and should be corrected in future large scale training exercises.

Seniors were notified about the opportunities for training at the National Emergency Services Academy which will be held at Camp Atterbury, Indiana this summer. Both Col Doucette and Maj Rocketto have attended and had high praise for the programs which are offered. Interested TRCS members are urged to consult the website for further information.

TRCS Safety Officer Lt Dickenson presented a safety briefing during which he and Maj Neilson related the details of their recent in-flight flap retraction problem. While practicing a balked landing at Bridgeport, the flaps failed to retract and a full-flap go-around resulted. Dickenson and Neilson outlined the steps which were taken to safely accomplish the maneuver. The members discussed the nuances of the procedure for which no check list item exists. Col Kinch mentioned a split-flap problem during his military career and Maj Rocketto related an full flap failure to retract in a seaplane. The discussion concluded with the realization that not every flight problem has a defined check list solution and that flying the airplane and crew coordination are keys to resolving them.

Maj Noniewicz pointed out that the G1000 training program is on eServices and recommends that all pilots and observers take

the course.

Maj Rocketto announced that tentatively, a Squadron Leadership Course will be held at Camp Niantic in the Spring.

The details of the proposed water survival training were explained by Maj Rocketto. The course will be a full day, 8-5, academics in the morning and strenuous pool work in the afternoon. As soon as openings become available, those who volunteered will be notified.

Maj Rocketto asked for volunteers to assist in a new public outreach aerospace educational program. A power point presentation is in its final stages of completion. The plan is for a small team of seniors and cadets to visit local civic organizations, service clubs, and veteran's groups to explain the CAP mission and the importance of aerospace as a national asset. Details will be forthcoming.

Maj Welch reported that the files were reviewed in December and are in order at this time.

Capt Lintelmann reported that the citrus fruit fund raiser profit was just over \$3,500 dollars and that our account has approximately \$13,000. Although this is a healthy amount, members must remember that our squadron, unlike some of the others is mainly self supporting. We have a mortgage, utility bills, and maintenance costs which are not covered by other agencies.

Col Kinch pointed out that there have been many changes in regulations and that those concerned need to review them. CAPR 20-1, 35-5, 50-17 and 60-1 were specifically mentioned.

TRCS EARNS AEX NUMBER EIGHT

The Thames River Composite Squadron has received its eighth successive AEX award plaque. AEX is an acronym which stands for "Aerospace Excellence." In order to qualify for the award, the squadron must complete six aerospace experiences

and a two hour field trip. The aerospace experiences might be projects taken from the well written set of AEX manuals or locally developed exercises in aerospace education.



Maj Bourque explains the nuances of Pratt's TF30 turbofan to a cadet.

Maj Roy Bourque has ramrodded this program at TRCS and deserves full credit for the squadron success. Field trips have been to the Salem Propbusters Radio Control Flying Club, the Pratt & Whitney Engine Museum, five day trips to aviation museums in the Washington and Virginia region to name just a few.



Cadets do not live by aerospace alone. Maj Bourque prepares ham and eggs in our quarters at Bolling Air Force Base.

Currently, members have a number of different projects either in progress or under consideration. These include the building and flying of an RC aircraft, the installation of a weather satellite data downlink, construction of a mini hovercraft, and preparation of the 2013 Commander's Cup rocket competition.

ICUT

The squadron is ready to launch its Introductory Communication User Training course in the coming week. Members have been busy taking the on-line lessons and Majs Rocketto and Noniewicz have studied the necessary features of the E.F.Johnson base and hand held radios which must be mastered to pass the hands-on evaluation.

The Squadron goal is to certify all air crews members and all emergency service crew members by March.

ORIENTATION FLIGHTS

Three cadets took orientation flights with Maj Noniewicz. C/TSgt Thomas Ray, C/SrA Matthew Johnstone, and Cadet Aston Foley received their instruction on a round-robin flight from Groton to Waterbury-Oxford to Worcester and back to Groton.

CADETS WIN AWARDS IN RIFLE MATCHES

TRCS Cadets shooting for the Quaker Hill Rifle Club have won awards in the recent David Thompson Shoreline Classic Rifle Tournament.

Cadet Trotochaud was top shooter on the QH sub-junior team and won second place in Class B. John Meers earned an award for first place in Class E.

Cadet Brandes-Powell took first place honors in the Tyro Match and was also high shooter on his team.

C/Maj Flynn competed in the junior three position match.

AEROSPACE CURRENT EVENTS

BOEING ACHIEVES NEAR RECORD SALES

Boeing has recorded 1,203 commercial sales orders for 2012, the second highest number in

company history. In 2007, Boeing peaked at 1,413 sales. The company hopes to overtake Airbus and once again, become the world's largest commercial aircraft manufacturer.



A Delta 737-832 above and its rival, a jetBlue A320-332



The 737 led Boeing's order portfolio with a total of 1,124 of the medium size, single aisle aircraft sold. The new 737 MAX accounted for 914 of the total. Boeing is running the 737 MAX in competition with the new Airbus A320neo.

JAYHAWK ECLIPSED?

The Beechcraft T-1A Jayhawk has had a decade long run as the USAF trainer in the Specialized Undergraduate Pilot Program which provides experience for pilots heading for tanker and transport duties. Eclipse Aerospace has responded to an Air Force "Request of Information" for an aircraft to supplement or replace the venerable T-1.



The veteran, a T-1A taxis for takeoff at Pensacola.

The challenger, a civilian EA500 landing at Brainard.



Eclipse touts a variation of its EA500 as a far cheaper aircraft with claimed savings of 10 billion dollars over a ten year period due to lower fuel and maintenance costs.

AEROSPACE HISTORY

Number Three in the Series on Defunct Airlines

Braniff International

Braniff International Airways had a 52 year history commencing in 1930 and ending in 1982. Over the years, the company transitioned from a relatively local Oklahoma airline expanding southward into the Caribbean and Central and South America.

Braniff garnered a wealth of publicity in the 1960s by adopting a host of vivid colors for their aircraft culminating in the Alexander Calder designs in the early '70s. The high fashion Pucci designed uniforms for the flight attendants complemented Braniff's new look.



A Braniff 707 on the ramp at Aeropuerto Jorge Chavez, Lima, Peru, around 1967. A Lufthansa 707 is visible on the far left.

Braniff was the only US airline to fly the Concorde. In an unusual interchange arrangement, Concorde were "sold" and received US "N number" registry and Braniff crews for flights from Dulles-Washington to Fort Worth. The

flights were segments of the British Airways/Air France London/Paris routes

The ferocious competition which accompanied deregulation of the industry, an over-ambitious expansion program, and rising fuel costs lead to financial collapse and the demise of the airline.

Capital

In 1948, Pennsylvania Central Airlines, headquartered at Washington National Airport (now Reagan) and operating routes as far west as Chicago, changed its name to Capital Airlines.

Capital was the first airline to operate airborne television and they introduced the turboprop to US commercial aviation when they added the Vickers Viscount to their fleet.



This Viscount 745D is on display at the Mid-Atlantic Air Museum, Spaatz Field, Reading, Pennsylvania.

However, their revenues failed to meet expectations and Vickers foreclosed on their entire fleet of Viscounts. Faced with bankruptcy, Capital merged with United and the name almost faded from history but for a Connecticut footnote to the story.

The Capital name was purchased by a retired United pilot, Capt Milton Marshall and Capital Airways commenced operation from Waterbury-Oxford Airport. In 2004, Captain Marshall was flying to Ticonderoga Municipal Airport with one passenger. In clear weather, the Piper Navajo crashed and both occupants were killed. The passenger was a business man facing bankruptcy and fraud charges, had unsuccessfully attempted to purchase flight insurance immediately before the flight and some suspected that he precipitated the crash.

No cause was attributed. With Marshall's death, the name of Capital was stricken from the list of aviation concerns.

Piedmont Airlines

Piedmont Airlines was founded in South Carolina in 1949 and lasted for four decades before incorporation into USAir.



Nihon YS-11A-205

The "A" model was developed specifically to meet Piedmont requirements for an aircraft able to lift a higher gross weight than the original YS-11.

Originally, Piedmont connected city pairs in the Carolinas, mid-Atlantic, and mid-west. They gradually expanded their route structure as far west as Colorado and after deregulation, in the 70s, set up a hub and spoke system and started international service between Charlotte and London.



This DC-3 in Piedmont colors is maintained in airworthy conditions by the Carolinas Aviation Museum in Charlotte. Note the drip pans and tow bar.

Its customer base and route structure made it a suitable object for acquisition and a buyout occurred in 1989. Piedmont is now part of US Airways.

Oddly, the name Piedmont Airlines lives on in what was the former Henson Airlines which operates out of the Wicomico Regional Airport, Salisbury, Maryland at the head of the DelMarVa

Peninsula. As best as can be determined, Henson came under the control of USAir and they renamed Henson to Piedmont to protect the brand name.

Henson, founded by the visionary Richard Henson, was the first of the commuter airlines, starting his operation in 1962 with the venerable Beech 18.

Pilgrim Airlines Sequel

One of the more unique of Joe Fugere's fleet was the Conroy converted Super DC-3 which had two Rolls-Royce Dart turboprops replacing the piston engines. The aircraft, registered as N156WC never entered service.

The story is that Fugere found it unsuitable for his airline since its small diameter props and large diameter engine nacelles could not provide the necessary thrust, requiring a 6,000 foot runway, some 1,000 feet more than that available at Groton. As a result, the aircraft was tied down near a taxiway. On a winter night in 1984, a taxiing TransAmerican Lockheed L-100 put its wing through the nose and cockpit which supposedly "totaled" the aircraft. However, if one checks the FAA registry, it is still on the books as N156PM. The registration is in the name of Pilgrim and expires in June of 2013!



Herr Heinz Rentmeister, Cologne, Germany, has graciously given us permission to publish his photo of the damaged aircraft which he took in June of 1984. The picture was posted in *Flugzeugbilder.de*, a most interesting collection, which I commend to all of you.