

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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<http://ct075.org>

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SCHEDULE OF COMING EVENTS

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
26-27 APR-CTWG Encampment Staff Training
TBD APR-Commander's Cup Rocket Contest
10 MAY, 2013-Ledyard Aerospace Night (Friday)
7-8 JUN-CTWG Encampment Staff Training
09 JUL-CTWG KC-10 O Flight (Tuesday)
10 AUG-17AUG-CTWG Encampment

CADET MEETING

15 January, 2013

submitted by

C/Maj Brendan Flynn

The meeting opened with drill. Cadets practiced flanks, columns, and maneuvering around obstacles. Cadet staff practiced calling commands to move the flight between the obstacles.

C/1Lt Daniels held a leadership class on team learning. He focused on the idea of synergy and the system, and he had cadets contribute their own thoughts on each of the subjects.

C/TSgt Barbara Paquin led a team building class called "two truths and a lie." Cadets learned more about each other by writing two true facts or stories about themselves and a seemingly-true lie about themselves on a piece of paper. Cadets then guessed which of the three was the lie.

C/1Lt Daniels talked to cadets about public speaking.

Capt Wojtcuk encouraged all cadets to apply for this year's CTWG encampment.

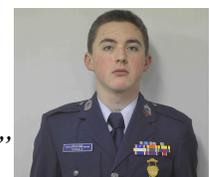
SECOND ACADEMY APPOINTMENT

C/Maj Brendan Flynn has received an appointment to the US Coast Guard Academy. He joins squadron mate C/1stLt Drew Daniels who received a USCGA Letter of Assurance late last year.

Flynn has also been awarded an Air Force ROTC Type Two Scholarship at Franciscan University in Steubenville, Ohio.



Flynn returns a salute.



Daniels as a cadet "non-com."

TRCS's NEWEST PILOT RECOGNIZED

This fall, C/Maj Brendan Flynn joined thirteen other members of TRCS who hold FAA pilot certificates when he earned his private pilot rating.

On Tuesday, his chief instructor, Maj John deAndrade, his check pilot, Maj Keith Neilson, and his ground instructor, Maj Stephen Rocketto, presented him with a book in remembrance of his achievement.

The book, *Aloft, A Life Well Spent*, is the aerial autobiography of 1956 US Coast Guard Academy graduate and aviator, Capt. Arthur H. Wagner. Wagner recounts many of his adventures as a pilot, maintenance officer, unit commander, and engineer in a forty-eight year military, industrial and general aviation career.

The instructors inscribed a sentiment taken from Alex Kimbell's *Think Like a Bird*.

But there is a vast difference between being a pilot and becoming an *aviator*....To become an aviator you must start to *think* like a *bird*, and in that way you will always be ahead of any situation.

Each of them then signed the verso of the title page wishing the fledgling “fair skies and tailwinds.”



They may think like birds but they do not eat like them.

2013 CTWG ENCAMPMENT

The Connecticut Wing Encampment will take place at Camp Niantic from August 10th to August 17th, 2013.

The address for information and an application is: <http://www.ctwgencampment.org>.

Important Dates:

Applications for Cadet Command Staff: 8 February 2013

Applications for Senior and Cadet Staff: 6 April 2013-If you apply for a Staff position: You must be available the weekends of 26-27 April AND 7-8 June 2013 for the training sessions. High School Students – PLAN YOUR SAT/ACT dates accordingly.

Cadet Basics: 7 July 2013.

SENIOR MEETING

15 January, 2013

Senior members worked on programs, projects, and advancements.

Majs Noniewicz, deAndrade, and Neilson participated in a conference call with Wing staff planning the weekend SAREX.



LtCol Doucette led a group in completing qualifications for the Airborne Photographer rating.

Others worked on completing ICUT or flight crew qualifications.

PROMOTIONS AND SPECIALTY TRACK QUALIFICATIONS



John deAndrade has been promoted to lieutenant colonel

SM David Meers has been approved to receive the Information Specialty Officer track rating.



TRCS Computer Maven

TRCS SENIORS NAMED TO ENCAMPMENT STAFF

Col Cassandra Huchko, CTWG Commander has announced that two TRCS seniors will hold key positions on the staff of the 2013 encampment. Capt Robin Wojtcuk will be the Administrative Officer and Maj Stephen Rocketto will be Deputy Commander. Both officers have already been participated in the first of the planning meetings for what is planned as a model encampment emphasizing leadership, advancement, and enjoyable activities.



Capt Woj-Out of CAP uniform and leading the fun.

Maj Rocketto demonstrates Newton's First Law to Annie Fisher Magnet School students in East Hartford.



AEROSPACE CURRENT EVENTS

Mosquito Flies Again

The Mosquito is an extraordinary aircraft, built as a private venture by Dehavilland, it found little initial acceptance by the Royal Air Force but once employed, its merits led to the sobriquet, “the Wooden Wonder.” Its versatility allowed it to function as a fighter, reconnaissance aircraft, transport, and bomber.

As a bomber, the twin engined plane, manned by a crew of two, could equal a B-17 in bomb load and range. It performed yeoman duties 8 Bomber Command Light Night Striking Force and was utilized for a number of notable low level precision strikes in Europe.



The RAF Museum at Hendon has a B.35 bomber variant of the DH98.

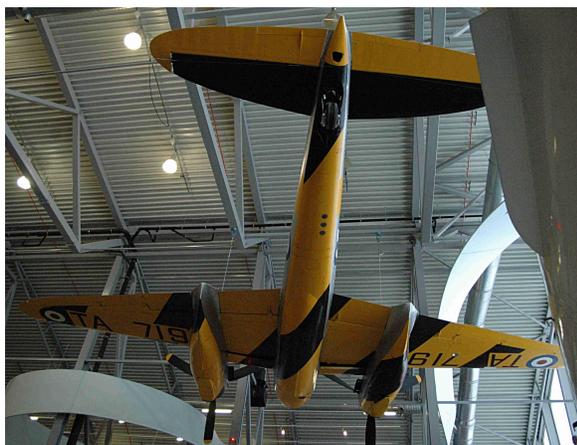
As a transport, the British Overseas Airways Corporation used the Mk.VI to ferry ball bearings from Sweden and carry important personages such as the Nobel Prize winning physicist Neils Bohr to safety in England from whence he traveled to the United States.

It was employed in roles as a night fighter, day fighter, anti-shipping and intruder and was even flown by the US Army Air Force as a night fighter, weather reconnaissance aircraft, and photographic aircraft.



The National Museum of the US Air Force exhibits a Mk XVI weather reconnaissance version painted in low visibility blue.

Almost eight thousand were manufactured in Great Britain, Canada, and Australia and over two dozen variants were developed. After the war, they continued in service as utility aircraft towing targets and as commercial aerial photo platforms and racers.



The gaudy paint job denotes a TT.35 target towing aircraft which hangs from the ceiling of the Imperial War Museum in Duxford.

Jerry Yagen, the energetic operator of the Fighter Factory in Pungo, Virginia has acquired and financed the reconstruction of a De Havilland DH98 Mosquito, the only airworthy example in the world.



This DH-98B was on display at Oshkosh in 2011. Originally a B.35, it was converted to a TT.35.

The eight year project started when a restorable fuselage was found in Canada. However, for those familiar with the aircraft, only the metal parts were salvageable. The Mosquito was constructed from molded laminated wood bonded with animal glues and had, in the business vernacular, a short shelf life. The British sent some out to the far east where they rotted in the tropical climate. The Israeli Mosquitos dried out in the desert.



The elements were not kind to the "Wooden Wonder". This fragment at Hatzetim is all that remains of the 40 which once served the Israeli Air Force and provided excellent ground attack capabilities in the 1967 war.

Yagen contacted a New Zealander named Glynn Powell who had spent ten years building a mold for the fuselage. Powell and AvSpec, a restoration company then commenced work. A pair of engines were found in Australia and the final work was done in California.

Yagen plans to fly the aircraft at his Virginia museum during one of his semi-annual air-shows.

Weeks Acquires Howard Hughes S-43

A rare Sikorsky S-43 (military JRF) has been acquired by aviation enthusiast Kermit Weeks who owns the Fantasy of Flight Museum in Polk City, Florida. The aircraft is flyable and will be taken to Polk City for restoration work.



Sikorsky S-43 painted as a JRF-1 bearing USMC colors "on the beach" in Pima, Arizona.



A Sikorsky JRS-1 stored in the Garber Facility, Silver Hills, Maryland circa 1970. Reportedly, this aircraft was at Pearl Harbor on 7 December, 1941 and is now being restored by the National Air and Space Museum.

The S-43, known as the "Baby Clipper" had a production run of 53 and only three are known to exist today. Hughes acquired the aircraft for a round-the-world flight but World War II led to cancellation of the voyage. It has been based in the Houston area and occasionally flown. The aircraft came up for bid when the owner died and will now become part of the Florida exhibit.

Reconnaissance Drones Under Scrutiny

The use of drones by local, state, and federal law enforcement agencies is coming under scrutiny by

the US Congress and at least ten state legislatures. Concern is raised about violation of privacy rights guaranteed under the US Constitution in Amendment IV.

The FAA has reported that almost 400 drones have been approved for use in domestic airspace and are operated by the Defense Department, various law enforcement agencies, and a few universities.

The use of unmanned aircraft is also a concern of aviation officials and pilots who worry about potential mid-air collisions in the "see and avoid" air space environment. Limitations have been placed on operating areas, altitudes and ground crews are charged with maintaining a visual sight of the vehicles under many circumstances.

AEROSPACE HISTORY

NUMBER FOUR IN THE SERIES ON DEFUNCT AIRLINES

This feature has referred to as a study in defunct airlines but in fact, some of the lines were acquired by other airlines or reborn again under another operator. Others are the lineal descendants of former airlines. And even more confusing, some operate as holding companies under more than one name. Here are some examples:

Seaboard World Airlines

SIA commenced operations in 1946 under the name Seaboard & Western Airlines. Its chief activity was as an all-cargo airline and Military Air Transport Service contractor.



Seaboard operated nine 200 series Boeing 747s.

Seaboard flew on a number of notable programs. They supported the Berlin Airlift with over 100 trans-Atlantic runs and transported many of the monkeys used in the research and production of the Salk polio vaccine. In 1949 and 1950, their DC-4s with *twelve abreast* wooden seating carried Jewish refugees from Aden, Yemen to Tel Aviv. As part of the Civil Air Reserve Fleet, Seaboard flew troops and supplies from the United States directly into the Vietnam war zone.



These are not the flying monkeys from the Wizard of Oz but monkeys flown by Seaboard in support of the Salk polio vaccine program.

(photo: seaboardairlines.org)

The drop in government contracts brought hard times to the airline and Seaboard was absorbed by Flying Tiger Airlines in 1980.

Aspen Airlines

Aspen started service between Denver and Aspen in 1953 using war surplus DC-3s. Gradually routes were added and newer and more capable aircraft were added to the Aspen fleet.



Most of the Aspen fleet displayed the design seen on this Convair 580 but the colors were varied.

In 1985, Aspen became a United Express affiliate and was using the four engined British Aerospace BAe 146 as far west as San Francisco, east to Iowa and south to Texas.

Air Wisconsin purchased the Aspen's common stock, its prime aircraft, and its Aspen route in 1990 and merged its operation into its own in 1991. Mesa Airlines purchased the rest of the route structure and the ground equipment

Ryan International Airlines

Ryan International Airlines (RIA) should not be confused with Ryan Air Services (RAS), Ryanair (RA) or Ryan Airline Company (RAC). RAS is a bush airline in Alaska. RA is a phenomenally successful Irish low cost carrier/ RAC was an intrastate California carrier with a short two year history in the 1920s. One of its principals was T. Claude Ryan of Ryan Aircraft, builders of the Spirit of St. Louis.

RIA was founded in 1972 in Wichita, Kansas, a hotbed of aviation activity. Flying passenger and freight charters, Ryan acquired US Postal Service contracts as was part of the US Department of Justice "Con Air" fleet, transporting prisoners.



This Ryan 737-200 is on the ramp of the Kansas Air Museum in Wichita.

The headquarters was moved to Rockford, Illinois in 2006 and added contracts with the US Department of Defense and Department of Homeland Security.

In 2012, contract losses and labor issues forced the company to start furloughing staff. On January 11th of this year, Ryan went into liquidation.