

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

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SCHEDULE OF COMING EVENTS

29 JAN-TRCS Meeting-Safety Down Day

05 FEB-TRCS Meeting

12 FEB-TRCS Meeting

19 FEB-TRCS Meeting

23 FEB-PT at USCGA (1500-1700)

26 FEB-TRCS Meeting

23 MAR-PT at USCGA (0800-1000)

23 MAR-CTWG Cadet Competition

TBD MAR-SLS-Camp Niantic

27 APR-PT at USCGA (0800-1000)

26-27 APR-CTWG Encampment Staff Training

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

22 January, 2013

submitted by

C/Maj Brendan Flynn and Maj Roy Bourque

The meeting was lightly attended due to mid-term exams and winter colds.

Attending members worked on rocket construction and played some mental awareness games.

REPORT ON THE WEEKEND ROCKET BUILDING SESSION AND FLIGHT COMPUTER JAMBOREE



Cadets worked on rockets as they strived to qualify for the Rocketry Badge and prepare for the 2013 Commander's Cup competition. (photo by SM Meers)

Parachute Rigger at Work.

(photo by Maj Roy Bourque)



SM Meers, Officer-in-Charge, planned and prepared a wide range of flight simulator activities. Eight activities were operational.



Is this C/Maj Flynn attempting straight and level flight?

(photo by SM Meers)



Is that a Hun in the sun? Sopwith pilot "checking six."
(photo by Maj Roy Bourque)

MS Combat Flight Simulator 3 were dogfight activities: Spitfire IXc vs. FW-190 and P-80 vs. Me-109.



Cadet Flight Instructor taking Cadet Student through the pre-session computer check list.
(photo by Maj Roy Bourque)

Steep bank and nose down...no doubt this is aerobatic practice.

(photo by SM Meers)



Dogfight action was also engaged in using the Rise of Flight: Fokker Dr1 vs. Sopwith Camel.

IL-2 Sturmovik 1946 was used to stage a Corsair vs. A6M2-21 Zero battle.



(photo by SM Meers)

Cadet Welch and Capt Wojtcuk apprehensively wait as a cadet tries to determine his location over the Somme battlefield.

(Q) Could that be the cockpit view from the Messerschmidt designed Bayerische Flugzeugwerke built 109?(A) Jawohl!



(photo by Maj Roy Bourque)

More peaceful pursuits involved the use of MS Flight Simulator X and the P-51 at the Reno Air Races, a Cessna 172SP practicing takeoffs and landing at Groton, and pattern flying in the A-10 Warthog.

Former submariner Maj Bourque attempts to revive his long dormant private pilot skills.



(photo by SM Meers)



A saving grace of near center-line thrust is that when one engine "flames out," there is less asymmetrical yaw.
(photo by Maj Roy Bourque)

While diving into a four plane join-up, this aspiring Blue Angel mugs for the camera. What bravado!

(photo by Maj Roy Bourque)



A Phoenix system remote control aircraft simulator allowed a choice of aircraft and some *ad hoc* play used the MS FS X to simulate helicopter flight and Blue Angel aerobatics.

SENIOR MEETING

22 January, 2013

Training sessions abounded.

Capt Farley worked with Scanner candidates.

LtCol Doucette taught about the mysteries of RoboGeo.

Maj Rocketto explained the intricacies of the Nikon D90 menu and control system and then

ran an ICUT qualification session.

LtCols Kinch and deAndrade, Maj Noniewicz and Neilson, and SM Simpson completed the ICUT session successfully.

ICUT testing will continue at the next meeting.

FAA SAFETY TEAM SEMINAR **SCHEDULED**

An FAA Safety Seminar, Flight Operations in the Danger Zone-Non-Towered Airport Operating Procedures, will be held on Saturday, 9 February, 2013. The event starts at 1000 and will be held in the Dooney's Hangar at Westerly Airport.

Go to the following address to register for this free FAASafety Team Seminar:

<http://www.faasafety.gov/>

CTWG TRANEX

19 January, 2013

information submitted by

Capt Scott Farley and Maj Paul Noniewicz

Eight TRCS squadron members participated in the training exercise last Saturday at the Brainard Field mission base. Approximately 55 CTWG personnel participated.

The exercise was staged to demonstrate Connecticut Wing's mission readiness and commitment to excellence, maximize training and/or evaluation of aircrew, ground team, and mission base ES specialty trainees to improve Connecticut Wing's mission readiness and meet its goals advancing ES qualifications, practice using imaging devices including digital cameras and slow-scan equipment to perform various homeland security and disaster relief simulated tasks as scenarios required, and refine Connecticut Wing's ES response practices and procedures.

The scenario postulated that several tornados had touched down and CAP had been assigned a variety of missions by state emergency management officials.

LtCol deAndrade was Incident Commander and Major Neilson performed Air Operations Branch Director and as a Flight Line Marshall Supervisor. Much of Maj Neilson's work consisted of working with AOB trainees and FLM trainees.

Captains Petry Wisehart and Farley flew as an aircrew and Maj Welch and SM Simpson worked as ground crew.

Maj Noniewicz flew as a training officer and instructed a number of officers from other squadrons and one from wing.

Around nine sorties were dispatched. Welch and Simpson were involved in locating an ELT in the Marlborough area and securing the "wreckage."

The aircrews were flying in "interesting" 50 kt winds at 3,000 ft. Targets included the UConn Medical Facility, Pratt & Whitney's Middletown plant, and the ELT site.

AEROSPACE CURRENT EVENTS

HELICOPTER COMPANIES TEAMING UP

Connecticut's own Sikorsky Aircraft will team up with Boeing to develop a new aircraft for the Army's Future Vertical Lift Program. The plan is to replace some 4,000 medium lift helicopters now in the inventory. The companies have partnered before, notably in the RAH-66 Comanche, a program cancelled in 2004 after a 6.9 billion dollar expenditure!

At the present time, Sikorsky builds the CH-53 for the USMC and military export and Boeing supplies CH-47 Chinooks to the US Army and a range of civilian and foreign military organizations.



*USMC
Sikorsky CH-
53E Sea
Stallions*



*Boeing-Vertol CH-
47 Chinook over the
Sound.*

Sikorsky is not a partner in helicopter development. Currently, the Connecticut firm is teamed up with Lockheed-Martin in a deal which equips and supports the US Navy MH-60 fleet and they may bid together on a new search and rescue helicopter for the USAF.



*US Navy Sikorsky
MH-60 Seahawk
inbound to NAS
North Island.*

The growth of a Brazilian market have led Augusta-Westland and Embraer to enter into negotiations which may lead to helicopter development in Brazil. The rapidly expanding off-shore oil fields will demand helicopter transport and sales openings are also seen in the rest of South America.



Augusta-Westland AW 139 is a promising sales prospect for the South American civil market.

AEROSPACE HISTORY

NUMBER FIVE IN THE SERIES ON DEFUNCT AIRLINES

This week's feature will take a look at some airlines serving the United Kingdom.

British Overseas Airways Corporation

BOAC was formed in 1940 when British Airways, Ltd. and Imperial Airways were merged by an Act of Parliament. The airline operated a wide range of routes during World War II, from flying ball bearings, officials, and refugees in and out of Sweden in variety of transports and converted bomber to operating long range flying boats on the "Horseshoe Route" serving the Middle East, Africa, and Australasia.

British commercial aircraft development stagnated during the war. After the war ended, government currency restrictions and national pride hampered the purchase of the modern US developed aircraft such as the Lockheed Constellation and the Boeing Stratocruiser forcing BOAC to rely on an unsatisfactory collection of converted bombers and flying boats.

However, in May of 1952, BOAC became the first airline to introduce passenger jet service using the DeHavilland Comet. Unfortunately, two of these early Comets crashed due to skin fatigue induced by the repeated pressurization cycles. This led to grounding of the early Comets.

*DeHavilland DH 106
Comet displays its sleek
lines and embedded
engines at Duxford.*



BOAC's lead was then trumped when the Boeing 707 was introduced. Internal struggles between BOAC and the British government forced the airline to end up with a two aircraft jet fleet, 707s and the Vickers VC-10.



Many of the BOAC VC-10s ended up with the RAF as transports and aerial re-fuelers. They could not compete economically with the US manufactured 707s and DC-8s.



Between 1962 and 1966, BOAC and Cunard Steamship Line operated a joint venture on the North Atlantic and Caribbean Routes.



BOAC received its first Boeing 747s in 1970 but the aircraft were not employed on line service for almost a year due to a labor dispute with the British Air Line Pilots Association,

Eventually, in 1974, BOAC and British European Airways, a division of BOAC, were amalgamated into British Airways.



During the change-over, the aircraft displayed both the old and new liveries. Note the Iran Air 707 in the line up at the gates.

BOAC test flew the Concorde but it entered service with British Airways markings.

Although, the BOAC name is lost, the traditional BOAC call-sign "Speedbird" has been retained as the call-sign for British Airways.

AirUK

AirUK, a private regional airlines founded in 1980, lasted for 18 years. She was the child of a merger of four other regional airlines: Air Anglia, British Island Airways, Air Wales, and Air Westward.

The new airline was the third largest carrier in the British Isles and served both internal, channel island, and continental destinations. During their near two decade existence, they incorporated a wide range of aircraft. Their jets included the BAC 1-11, BAe 146 and Fokker 100. Turboprops included the Fokker 27 series the ATR-72, and the Shorts 300 series. A charter subsidiary, UK Leisure, flew Boeing 737s.



A Handley Page Herald in AirUK livery. The prototype mounted four piston engines but subsequent models were twin engined and used various marks of the highly successful Roll-Royce Dart. This survivor is on display at Duxford.

Gradually, the Dutch airline KLM, acquired a majority of stock in AirUK and in 1998, the brand name became KLM uk and several years later, KLM Cityhopper.