

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  
C/A1C Justin Ketcham, Cub Reporter (Trainee)

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### SCHEDULE OF COMING EVENTS

23 FEB-TRCS SAREX (tentative 0800-1300)  
23 FEB-PT at USCGA (0800-1000)  
26 FEB-TRCS Meeting

16 MAR-O Flights (tentative)  
23 MAR-PT at USCGA (0800-1000)  
23 MAR-TRCS SAREX (tentative 1100-1700)  
23 MAR-CTWG Cadet Competition  
MAR-TBD--SLS-Camp Niantic

27 APR-PT at USCGA (0800-1000)  
26-27 APR-CTWG Encampment Staff Training

10 MAY-Ledyard A/S Night (Friday)  
18 MAY-Commander's Cup Rocketry Contest

7-8 JUN-CTWG Encampment Staff Training

09 JUL-CTWG KC-10 O Flight (Tuesday)  
21 JUL-03 AUG-NESA-Camp Atterbury, IN  
27 JUL-CADET Ball-USCGA

10 AUG to 17 AUG-CTWG Encampment

### CADET MEETING

19 February, 2013

submitted by

C/A1C Justin Ketcham & C/Maj Brendan  
Flynn

After cadets arrived through snow and slush, C/MSgt Austin VanDevander led a class on the difference between mentoring and coaching. After learning about the different qualities of each, cadets explored their personal coaching style by "teaching" each other how to tie their shoes.

The cadet cadre led a team building exercise in which each cadet received a name of a certain character from a hat and attempted at guessing who they were. Cadets and senior members alike were in stitches at several names.

Capt Wojtcuk and C/1Lt Daniels talked to cadets about PT at the CGA on February 23.

In an awards ceremony, C/1Lt Daniels was presented as the TRCS Cadet of the Year. And C/Maj Brendan Flynn received the the Air Force Association Award.



*Maj Noniewicz,  
Cadet Flynn, and  
Capt Wojtcuk  
pose for display  
of Cadet of the  
Year Certificate*

*Maj Noniewicz  
congratulates Cadet Flynn  
on receiving Air Force  
Association Award.*



When citing C/1Lt Drew Daniels, Capt Wojtuck stated that the qualities which a Cadet must possess to be chosen Cadet of the Year are:

*a strong adherence to the CAP Core Values of Integrity, Excellence, and Respect...the ability to demonstrate the Cadet Oath in his or her life, the capacity to excite others to learn, a desire to progress through the ranks and...the emergence of a leader.*

Capt Wojtuck then went on to catalog the many achievements of Cadet Daniels: his self initiative in learning drill procedures, his mentoring of fellow cadets, and his successes in rocketry, riflery, ground team qualifications, and radio communications.

Concluding her comments, Capt Wojtuck declared that Cadet Daniels

*is the epitome of Honor and Integrity. He holds himself to a high standard but is gracious in working with others. He is also self-correcting and accepts criticism as a way to improve. He has proven himself to be honest and trustworthy. He treats the other CAP members with fairness and always encourages them to do their best.*

The Air Force Association Award is presented to one cadet per year in each CAP squadron. The award may go to any cadet, at any level of achievement in the CAP Cadet Program who has displayed superior performance during the year. The receiving cadet receives a certificate, a ribbon, and a medal.

Capt Wojtuck cited C/Maj Brendan Flynn for 17 distinct personal achievements and contributions to the CAP and wider community. Chief among these were his selection as a participant in the International Air Cadet Exchange, the earning of a private pilot certificate, attaining the Expert Rifleman's Badge and the Rocketry Badge, and serving as a leader in many squadron activities and as a lector in his church.

Capt Wojtuck noted that Cadet Flynn;

*...has been an integral participant in helping to rebuild our squadron since he transferred in 2009. He has recruited other cadets with his enthusiasm and, as Cadet Deputy and Cadet Commander, has encouraged the personal growth of each of our cadets. An excellent role model of maturity, integrity, and leadership skills, he has found that tough balance between school (both high school and college work), extracurricular activities, work, and family. He has also discovered the delicate balance of being a competent, serious leader and a fun friend.*

It was also noted that both awardees have been selected to attend the United States Coast Guard Academy's Class of 2017.

Following the awards ceremony, LtCol John deAndrade a former Air Force pilot who currently flies for Delta Airlines, discussed earning a private pilot's license through CAP. He informed cadets that the pilot hiring is now flat but that due to many retirements, the demand for pilots will increase in the future.



*DeAndrade, who is also a Certified Flight Instructor, make a point as he explains the requirements for earning a private pilot certificate as a CAP cadet.*

## **SENIOR MEETING**

*19 February, 2013*

*Commander's Call*

Maj Noniewicz briefed the Squadron on what was learned at the last CTWG Squadron Commander's Call.

A discussion about the new requirements for SQTR evaluation ensued.

The safety session focused on the key elements of the Basic Operational Risk Management Program.

SM David Meers was promoted to 2dLt.



A *pro tem* committee made up of flight crew members met at the end of the regular meeting to plan details of the weekend Squadron SAREX.

### USCGA NAUTICAL VISUAL SIMULATOR

by  
*C/Maj Brendan Flynn*

Last Saturday, cadets Meers, Ray, Schultz, and Flynn, accompanied by Capt Wojtcuk, SM Wojtcuk, and SM Meers, ventured to the Coast Guard Academy's boat simulator classroom.

The trip was set up by SM Meers, and the session was run by USCG LT Tom Crowley (Instructor, Nautical Visual Simulator) and Mr. Gary Stookey. Before the cadets eagerly jumped into the simulators (each of which consisted of a TV monitor, steering wheel, throttle, navigation screen, and various other buttons), LT Crowley discussed his experiences in late high school, at the Coast Guard Academy, and as a commissioned Coast Guard officer.

Cadets were fascinated by his stories about a drug bust while stationed with the USCG cutter Bear and a frightening ride in a helicopter that, unbeknownst to him, was doing emergency training maneuvers.

After asking LT Crowley questions about the Coast Guard, the Cadets assumed control of their rigid hull inflatable boats. Cadets began racing each other around Alcatraz Island, navigating by keeping red buoys on their right and green buoys on their left. Mr. Stookey kept the experience exciting by changing the weather conditions and vessel-type navigated by the cadets.

In the end, it only took a couple hours to give four cadets and a couple of senior members "a liking for the sea and its lore" (from the USCG Academy's mission statement), even though the sea's lore was simulated.

Could it be that simulation stimulates and lures aviation minded Cadets to the maritime mission?

Check out the photo spread which follows and make up your own mind.



*Simulated  
Lieutenant  
Commander Flynn  
makes for the  
Golden Gate.*

*Simulated Ordinary  
Seaman Meers  
struggles to  
remember the Rules  
of the Road. Is the  
vessel to port  
burdened or not?*





*Simulated Petty Officer 1<sup>st</sup> Class Ray assumes the haughty pose of a Royal Navy Post Captain. Lucky Jack Aubrey he ain't.*



*Dutch Schultz prepares to go aground on Alcatraz.*

*(Photo by Capt Wojtuck and Lt Meers)*

*Deutsche Marine Exchange Oberleutnant zur See Schultz checks radar and charts on a foggy day in San Francisco.*



### **FRIENDS OF THE NATIONAL RIFLE ASSOCIATION RECOGNIZED**



*(Photo by Shawn Carpenter)*



*Flynn grabs the throttles and looks for for the carb heat while ignoring the simulated real world- another Coke for Johnnyde!*

Maj Rocketto presented a CAP Certificate of Appreciation to the Connecticut Chapter of the Friends of the National Rifle Association. Ray Hanley, the Chapter Chairman, accepted the award. The FNRA have provided financial support for the CTWG Rifle Safety and Marksmanship Program for the past three years.

*Meers knows it is "red right returning" but he is not sure if he is coming or going!*



### **AEROSPACE CURRENT EVENTS**

#### ***AMERICAN-US AIRWAYS AGREE TO MERGE***

The merger of American Airlines and US Airways under the American name will result in a 900 aircraft fleet. US Airways CEO Douglas Parker will assume leadership of the reformed company and American CEO Thomas Horton will become chairman.



*Racing Ray wonders how all of the others got ahead of him.*



*The Proposed Livery of the Newly Merged Carriers.*

Many problems are anticipated in resolving union seniority issues and resolving the operations at the many airports served by both of the airlines.

### *BURMESE SPITFIRE IMBROGLIO*

Wargaming, the Belorussian company which has been backing the search for the Spitfires reported to have been buried in Burma at the end of World War II, have withdrawn support for the project.

The claim that “clear documentary evidence,” field investigations, and the fact that no actual witnesses to the burial have ever been found indicates that the story is no more than a “legend.”

Ground surveys have failed to find any evidence of the buried aircraft and the archives have yielded no documents supporting the stories of burial. Burmese officials have refused permission to dig one of the promising sites since in is on the grounds of a major airport and would affect traffic.

David Cundall, the British aviation enthusiast who has been engaged in the quest for the lost spit fires for almost two decades, has not commented at this time. However, some of the ground team members in Burma have indicated that they hope to continue searching in two other sites.

## **AEROSPACE HISTORY**

### **UGLY AIRCRAFT?**

A recent article by Robert Goyer, posted on the *Flying* magazine website announced that the “World's Ugliest Airplane Retires.” Rockwell

Collins is putting its North American Sabreliner 50 out to pasture after about 40 years during which it served as a flying testbed for developing a remarkable number of innovative avionics systems from radio altimeters to the first Mode-S transponder to satellite communications gear. N50CR will depart Collins Radio in Cedar Rapids, Iowa and take up residence in the Evergreen Aviation and Space Museum in McMinnville, Oregon. Evergreen.



*Rockwell-Collins aerial testbed-Sabreliner N50CR*

Now the editorial staff of *The Coastwatcher* is leery of engaging in a dispute with *Flying* but the issue of “ugliness” in aircraft design is disputable. In our humble opinion, the ugliness resides not in form but in function: nasty stall characteristics, ground-looping tendencies, dutch roll, adverse yaw and other such nasty departures from gentlemen-like flight.

Perhaps a better term might be utilitarian. If form truly follows function, than one might say that an aircraft which possesses less than stylish form, form sacrificed for good purpose, is not ugly but rather noteworthy or unusual.

*The Coastwatcher* now presents a few examples to defend its point. We have specifically restricted these paradigms of utility to aircraft which rival Pinocchio or Cyrano de Bergerac for the noteworthy size or shape of the noses. Here are four entries into the contest for “*Proboscides of Prominence.*”

*Entry #1  
Convair NC-131H Total In-Flight Simulator  
(TIFS)*



*A C-131B is transformed into the NC-131H*



Cornell Aeronautical Laboratories modified a Convair C-130B at the request of the USAF. The idea was to build a flying simulator which could mimic the characteristics of a proposed design before investing money in a expensive prototype.

The two piston engines were replaced with turboprops which doubled the available power. Ot visible are vertical fins on the wings which were used to produce unusual aerodynamic loads.

Two different swappable nose sections were produced. The one in the photo is a two place cockpit which contained computerized controls which simulated the anticipated handling characteristics of a variety of proposed aircraft. Two safety pilots occupied the original cockpit. This was called the Total In-flight Simulator (TIFS).

The second nose, denominated the Avionics Systems Test and Training Aircraft (ASTTA), might carry radars or camera systems with the flight crew in the original cockpit and the test engineers in the cabin.

TIFS first flew in 1970 and simulated aircraft included the North American B-1, Northrop's B-2, the Space Shuttle, and the McDonnell-Douglas C-17. The ship is now on display at the National Museum of the US Air Force.

*Entry #2  
Boeing EC-135E A/RIA or ARIA (Apollo/Range  
Instrumentation Aircraft later the Advanced  
Range Instrumentation Aircraft)*



*A C-135 is transformed into the EC-132 ARIA*



Late in the 1960s, The Department of Defense and NASA cooperated to produce this special series of aircraft to support downrange instrumentation on the space program. Eight Boeing C-135 Stratolifters were modified by Boeing and instrumented by Bendix. The distinctive feature is the droop snoot: nose which housed a steerable seven foot antenna. When the Apollo program ended in 1972, the Air Force changed the designation from A/RIA to ARIA.

### Entry #3

#### *Israeli Aircraft Industries modified Aero Commander 1121 Jet Commander*



*The sleek 1121, an FAA aircraft at GON turns into the IAI modification, now stored at Hatzerim.*



IAI purchased a Jet Commander in 1982 and used it as an avionics test aircraft for 13 years. The aircraft pictured in set up to study the radar designed for the IAI Lavi fighter which was only produced in prototype. IAI purchased rights to the Jet Commander design and produced the IAI 1123 in Israel which was sold on the commercial market and produced in a maritime patrol version.

### Entry #4

#### *Boeing 720 Pratt & Whitney Test Aircraft*



*The P&W Test Aircraft, a B720 which is a short to medium range version of the classic B707 made an appearance at the last P&W air show which was held at the late Rentschler Field.*

P&W Canada converted a former American Airlines/Middle East Airlines 720 to serve as a

flying engine test bed. The aircraft in the picture is carrying six engines, four JT3D turbofans for normal power, a turboprop in the nose, and a small turbojet on the right side of the nose! The plane, the last 720 flying, was retired in 2010. It has since been flown to CFB Trenton for display at the RCAF Museum.

### NUMBER EIGHT IN THE SERIES ON DEFUNCT AIRLINES

Let's take a look at three Peruvian Airlines: Faucett, LANSA, and SATCO.

#### *Faucett Airlines*

*La Compañía de Aviación del Perú* was founded by Elmer Faucett in 1928. Faucett was a US WWI veteran and moved to Peru in 1920. He made several important "first flights" and initiated regular service from Lima to Talara and Arequipa using a Curtiss Oriole.



*Elmer Faucett, former Curtiss mechanic and airline pioneer. The main road from Lima to Jorge Chavez International is named after Faucett.*

(Museo Aeronáutico del Perú)

Faucett's need for more suitable equipment led to his establishment of a factory in which he produced a modified version of the Stinson SM-1 Detroit, known as the Faucett F-19.



*F-19 at Aeropuerto Rodríguez Ballón Arequipa, Peru.*

The F-19 accommodated six passengers or a cargo payload and was powered by a Pratt & Whitney Wasp. Some 36 were produced between 1934 and 1946,

At the end of World War II, Faucett re-equipped with surplus C-47s and C-54s. By the late '60s, they put their first 727 on the line and eventually commenced jet service to Miami, their only international route.



*This Faucett 727 carried the bright orange livery which was a Faucett signature.*

Eventually, the shifting political climate in Peru and the unstable financial position of the shareholders forced Faucett into bankruptcy in 1999.

### *LANSA*

LANSA is an acronym for *Líneas Aéreas Nacionales Sociedad Anónima* (National Airlines LLC). The airline started up in 1963 flying ex-Eastern Airline Connies but shutdown in the summer of 1966 after a crash on the Lima-Cuzco run. Several months later, Maj Rocketto, *Coastwatcher* editor, flew into Lima on Panagra with a US government purchased ticket for transit on LANSAs to Arequipa. Our government had not got the word that LANSAs has suspended operations months earlier! Alternate arrangements on Faucett were made after an eight hour overnight stay in Jorge Chavez Airport.

In 1967, LANSAs re-equipped with the NAMC YS-11, a Japanese twin somewhat similar to a Hawker Siddeley 748 or Convair 640. They then acquired some Lockheed L-118 Electras but disaster ensued.



*LANSA's Nihon YS-11 trails a plume of dust as it taxis from the ramp. A Faucett 727 readies for take-off in the background.*

In 1970, one Electra, which happened to be carrying some 49 high schoolers from Buffalo, NY crashed killing all aboard after improper handling of an engine-out procedure complicated by an overload. The line was fined and shut down for 90 days.

Then on Christmas Eve, 1971, a second Electra crash occurred after penetrating a thunderstorm. The Peruvian *Ministerio de Aeronáutica* shut down LANSAs for good.

### *SATCO*

*Servicios Aéreos de Transportes Comerciales*, SATCO, was operated by the Peruvian Air Force. It had a long line of antecedents starting in 1927 as *Linea Aérea al Oriente* (Eastern Air Lines) which flew Boeing 40Bs and the Keystone K55. The unit was reorganized in 1947 as the 41 *Escuadrón de Transportes* flying Junker JU-52s and Curtiss BT-32 Condors.

The next year, the name of the unit was changed to SATCO and flew as part of *Grupo Aéreo 8* flying Curtiss C-46s and the Douglas line; the DC-3, DC-4, and DC-6.



*SATCO C-54 with a Peruvian Air Force Queen Air in the background.*

In 1973, SATCO became a commercial airline named *Aeroperú* which survived until 1999 at which time it was liquidated by creditors.