

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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13 March,

SCHEDULE OF COMING EVENTS

16 MAR-O Flights
19 MAR-TRCS Meeting
16-17 MAR-SLS at Camp Niantic
23 MAR-PT at USCGA (0800-1000)
23 MAR-CTWG Cadet Competition
26 MAR-TRCS Meeting
30 MAR-CTWG SAREX (06 APR Rain Date)

19 APR-Tentative Date-Senior Banquet
21 APR-Glider Orientation Flights
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 Trainin09

09 JUL-CTWG KC-10 O Flight (Tuesday)
21 JUL0-03 AUG-NESA-Camp Atterbury, IN
27 JUL-CADET Ball-USCGA

10 AUG to 17 AUG-CTWG Encampment

CADET MEETING

12 March, 2013

submitted by

*C/A1C Justin Ketcham & C/Maj Brendan
Flynn*

Capt Wojtcuk gave a Character Development lesson on Teenage Drinking. Cadets discussed a specific scenario of teenage drinking. They split into three groups, and each group answered their own set of discussion questions.

C/1stLt Daniels proceeded with a customs and courtesies review class. He discussed terms of address, saluting, and, along with C/Maj Flynn, talked to cadets about the customs found at AIM at the CGA. The cadet staff also gave an inspection.

After a session of flight time, Capt Wojtcuk finished with final announcements and cadets were dismissed.

SENIOR MEETING

12 March, 2013

Commander's Call

The threat to close a number of air traffic control towers provoked a discussion on the regulations and recommended procedures for operating at a non-controlled airport.

Procedures to follow after a bird strike were also discussed. Two officers had experienced bird strikes and related what happened.

AEROSPACE CURRENT EVENTS

Inflatables in the News

The Editor of *The Coastwatcher* has always had a soft spot in his heart for big soft bags filled with low density gas. Some say that it because of his fondness for beans but the truth of the matter is that blimps and their harder cousins, dirigibles and semi-rigid airship have a very interesting and romantic history.

Most recently, it was announced that the political and financial maneuver known as sequestration will not ground the fleet of unmanned border patrol blimps. The picket program is called the Tethered Aerostat Radar System (TARS).

The USAF operates the system in support of US Customs and Border Protection and the Joint Interagency Task Force and the Air Defense Command's air sovereignty mission. In the fall, the system will be transferred to the Department of Homeland Security.

Their mission is to extend border surveillance distances by mounting the radars in an airborne platform which then reduces the masking effects of high terrain and the curvature of the earth. Their detection range is around 200 miles. The unmanned system operates 24/7 with little need for operator control.

The tether maintains the aerostat in position and automatic valves linked to barometers and blowers control the internal pressure necessary to preserve the aerodynamic shape of the bag and maintain altitude. They are generally flown at around 12,000 feet within a cylinder of restricted airspace two or three miles in diameter and three miles high.

The aerostats come in two sizes with volumes of 275,000 or 420,000 cubic feet. The larger airship is about 210 feet long and 70 feet in diameter.



The Lockheed Martin 420K Aerostat
(photo by Lockheed Martin)

TARS units are located in Arizona, New Mexico, Texas, Florida, and Puerto Rico.

The Air Force agreed to keep the blimps in the sky until September and then will transfer the program over to DHS.

They have also been used in Florida and Puerto Rico to detect drug smugglers.

For Whirly-Birds, What Goes Around Comes Around

Scott's-Bell 47 Inc., a company which bought the rights to the classic Bell Model 47 helicopter, has announced that production will be resumed with a Rolls-Royce RR300 turboshaft engine replacing the piston powered Lycomings or Franklins which originally powered the bird.

The aircraft achieved popular notice as the medical evacuation helicopter in the long running television production, MASH. The military version was designated as the H-13 Sioux. A civil version was marketed as the Bell 47J Ranger.



An Army H-13 perches on the ramp at Groton.

The Model 47 was the first helicopter certified by the old Civil Aeronautics Administration and many still serve in a variety of roles.

Other changes which Scott-Bell will offer under a supplemental type certificate will be composite main rotor blades, a new drivetrain technology, upgraded instruments, and a new interior.

First deliveries are planned in three years at a current list price of \$750,000 per aircraft.

Mission Expansion for the X-37B?

The USAF has played the cards close to its chest when queried about the mission of the reusable unmanned space plane, the Boeing X-37B Orbital Test Vehicle. However, Boeing recently presented a plane to use the vehicle for crew transfer and resupply of the International Space Station.

The plan emphasizes cost savings. The X-37B is now flying and has its support infrastructure in place. Initially, the vehicle can be used to test and validate a wide range of technologies and methodologies involved in orbital entry, vehicle rendezvous, supply and personnel transfer, power systems, and de-orbiting. As such, the X-37B will function as a kind of “mini-shuttle.”

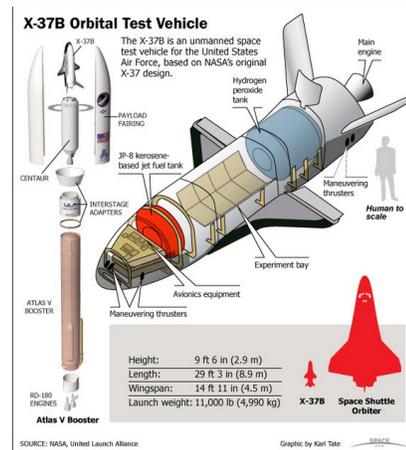
The X-37B has flown three long period missions successfully. Two resulted in successful recovery and the third is still in orbit.



X-37B at Vandenberg AFB after successful recovery from orbit. (photo credit: United States Air Force/Michael Stonecypher)

Boeing suggests a number of modifications to the small vehicle which would enable it to carry larger loads, chief of which is an external pod for carrying cargo up to the ISS. Cargo shifting would be accomplished using the ISS remote

manipulator arm.



Specification of the X-37B

Boeing also noted that the follow-up models could be expanded in size from its current 30 foot length to almost 50 feet which would allow accommodations for a crew and passenger complement of five to seven. Compare this size with the 120 foot length of the original space shuttle. Launch would still be accomplished using the X-37 as the upper stage of an Atlas V Centaur.

AEROSPACE HISTORY

16 MAR, 1922-Henri Julliot, the inventor of the semi-rigid airship, goes West.

17 MAR, 1924-Four Army Douglas World Cruisers, named Seattle, Boston, Chicago, and New Orleans depart Santa Monica for Seattle on the start of the first round the world flight.



Chicago on Display at NASM, The Mall, DC

18 MAR, 1965-Alexi Leonev, flying in Voskhod 2, performs the first space EVA.

19 MAR, 1952-First flight of the North American F-86F Sabre.



Connecticut's own F-86F at the New England Air Museum bears the livery of air tactician and ace Boots Blesse of the 334th Fighter Interceptor Wing

20 MAR, 1956-First flight of the North American AJ-2P Savage.



The Savage was a three engine carrier based bomber. Two P&W radials and an Allison turbojet were used.

21 MAR, 1946-The USAF establishes the Strategic Air Command, the Tactical Air Command and the Air Defense Command.

22 MAR, 1915-The US Navy adopts the term "naval aviator" to replace "naval air pilot."

23 MAR, 2001-Space station Mir, after 15 years in space, is de-orbited and falls to earth.

24 MAR, 1977-First flight of the Lockheed YC-141B, the stretched Starlifter, equipped with in-flight refueling gear.



C-141B at the Air Mobility Command Museum,

Dover AFB.

25 MAR, 1958-First flight of the AVRO CF-105 Arrow, piloted by Janusz Zurkowski.



The CF-105 was a Mach 2.5 interceptor. The Canadian government cancelled the project overnight, throwing 50,000 people out of work. (photo by AVRO)

26 MAR, 1992, Serge Krikalov, who departed from the Soviet Union, returns to the Commonwealth of Independent States having spent 313 days aboard Space Station Mir during which time, the Soviet Union dissolved.

27 MAR, 1975-First flight of DeHavilland of Canada DHC-7.

28 MAR, 1971-Pioneer in aerial photography, Sherman Fairchild, goes West.

29 MAR, 1927-The Aeronautics Board, Department of Commerce, issues Aircraft Type Certificate # 1 to the Buhl C-3A Airster.

30 MAR, 1931-Boeing delivers the first 247 to United Airlines.



This 247 displayed at the NASM on The Mall placed 3rd overall in the 1934 MacRobertson Race from England to Australia. Famed pilots Roscoe Turner and Clyde Pangborn were the pilots.

31 MAR, 1911-Congress makes its first appropriation for Army aeronautics, \$125,000 for fiscal year 1912.