

Missions for America
Semper vigilans!
Semper volans!



The Coastwatcher

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

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SCHEDULE OF COMING EVENTS

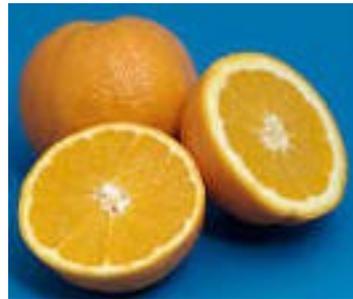
26 OCT-Rifle-Quaker Hill
26-27 OCT-TLC Course-Camp Niantic
29 OCT-TRCS Meeting
05 NOV-TRCS Meeting
12 NOV-TRCS Meeting-Commander's Call-Blues
19 NOV-TRCS Meeting
26 NOV-TRCS Meeting

CITRUS FRUIT FUNDRAISER

The squadron's annual fund raiser has started. Squadron members who have not received their sales packets should contact LtCol Rocketto.

All orders must be in at the 12 November meeting so there is no time to waste.

Cadets and their parents and senior members should exert a maximum effort in order to make this year's sale successful.



CADET MEETING

22 October, 2013

by

C/Amn Virginia Poe

The meeting with drill led by Chief Carter.

Chief Carter then presented an aerospace lesson on the layers of the atmosphere. and wind belts.

C/Amn Conway and Poe gave a brief talk on the Intrepid trip. Major Bourque joined them to talk more about the aircraft on board.

2dLt Ray discussed the upcoming cadet schedule.

The ground team held a meeting to discuss the upcoming SAREX.

Cadet Justin Ketcham completed the requirements for the Rickenbacker Ribbon and was promoted to C/TSgt.



SENIOR MEETING

22 October, 2013

Senior member worked on individual administrative responsibilities or individual training requirements..

THAMES RIVER VISITS THE INTREPID

Five Thames River Squadron members joined fourteen cadets and seniors from four other squadrons and boarded the CVS-11, the USS Intrepid, home of New York City's Air and Space Museum, on Saturday last. The trip was planned and directed by Maj Art Dammers, CTWG Internal Aerospace Education Officer.

Capt Sami Sami Steigmann, Commander of NYC's Phoenix Squadron joined our group and served as guide and docent.



Steigmann makes a point to the assembled CTWG Capsters.

The Groton delegation were led by Maj Roy Bourque and included Cadets Virginia Poe and Vitay Conway and Lt Sonia Simpson and LtCol Stephen Rocketto.

Cadets Poe and Conway study the Concorde's massive main landing gear.



The first part of the day was spent touring the aircraft carrier. The Intrepid's forward flight deck is packed with a wide variety of mostly naval aircraft. The aft end of the flight deck supports a large hangar which houses the 'space shuttle' Enterprise.



CV-11-The large hangar for the Enterprise is visible aft.

Enterprise was built without engines and served as an atmospheric test vehicle. The intent was to refit it as an orbital vehicle but design changes proved too difficult so here entire service career was devoted to atmospheric flight testing.

The hangar deck of the Intrepid houses a number of aircraft and a wide range of exhibits which focus on its career, from mid-World War II in the Pacific to cold-war anti-submarine patrols to a recovery vessel for Mercury and Gemini manned space missions.

In addition, portions of the island were open to visitors as were berthing and messing areas.

Sharing wharf space with the Intrepid were a BAC-Aerospatiale Concorde and SS 577, the USS Growler.

Unfortunately, the interior of the Concorde is not regularly open for inspection by visitors.

The Growler is a Greyback Class diesel powered submarine which is outfitted to carry and launch the Vought Regulus cruise missile. The Greyback is open and many of the Capsters took the tour and marveled at the close quarters "enjoyed" by the submarine sailors.



The Growler displays a Vought Regulus I missile in launch position.

2dLt Simpson commented that she "...thoroughly

enjoyed the trip. It was a great way to learn a lot about about how aircraft carriers operate and especially about the crew members and their part aboard this huge vessel. I think my favorite part was the space shuttle exhibit. The whole day was a great experience.”

The TRCS van took two members of the Stratford Eagles back to Bridgeport and then returned to Groton ending a 13 hour day.

AEROSPACE CURRENT EVENTS

Jumbos in the News

Airbus 380 Packing Plan

Russia's Transaero Airlines will take delivery of an Airbus 380 in 2015 and may set a record for the highest seating capacity of any passenger aircraft even.

The aircraft is planned for three classes of service. Imperial Class will contain 12 seats outfitted as suites. Business class will hold 24 passengers on full-flat seats with all-around access. And economy, sometimes known as “sardine class,” will provide “room” for 616 more passengers for a total of 652 seats.

A French carrier, Air Austral, based on the Indian Ocean's Reunion Island did plan an 840 seat version but financial difficulties may mean that the line may never take delivery.

At the low end of the passenger stuffing business, Korean Air will offer the most spacious A380 with a 407 seat capacity.

Boeing 747-8 Production Slowed

Boeing has announced that it will cut the fourth generation 747 production rate from 24/year to 18/year due to slow sales.

The 747-8 has a lengthened fuselage, redesigned wings, and more fuel efficient engines but it is

engaged in a sales war with the Airbus 380 and Boeing's own 777.



Boeing 747-8 in foreground at Spirit Aerospace in Wichita. Spirit builds sub-sections for Boeing aircraft. A Boeing Dreamlifter is visible in the background. The Dreamlifter is a converted 747-400 which transports large sub-sections of the new 787 Dreamliner from suppliers around the world to final assembly in Everett, Washington.

The first of the jumbos, the 747 has been in airline service for 43 years. So far, 107 orders have been booked, freighter versions being the most popular, and about half are in line for delivery.

AVIATION HISTORY

Foreign Aircraft on the Intrepid

The flight vehicles displayed at the Intrepid Air & Space Museum are almost, without exception, US Navy models built by US manufacturers. The exceptions are an Army Bell UH-1 Iroquois, NASA's STS Enterprise, Lockheed's CIA flown A-12, and a Soviet TMA-6 Soyuz Capsule. In addition there is a cluster of five aircraft of foreign manufacture, two of which have US Navy or USMC ties. Each of them have interesting stories.

The first of the quintet is an AerMacchi MB-339. The Italian aircraft is powered by two British Rolls-Royce Viper engines and is a popular training airplane flown or having been flown by at least 11 different air forces and a Florida defense contractor, Draken International.



The display aircraft bears the livery of the Italian AF aerobatic team, Frecchi Tricolori (The Tricolor Arrows).

Two of the aircraft are of Soviet design. One is a Polish built MiG-17, NATO codename Fresco, which bears the camouflage patterns of the North Vietnamese Air Force. The MiG prefix stands for the name of the two designers, Mikoyan and Gurevich. The Chinese license built version is known as the J-5. Some 11,000 were built and served or are serving in the air forces of 41 nations.



The second Soviet aircraft is another Polish built fighter, the delta winged MiG-21 Fishbed. This type has had a 35 year production run and has had more variations produced than any other supersonic aircraft, serving or having served in about 50 different air forces.



After the break-up of the Soviet Union, Poland allied itself with the West. NATO would sponsor military exercises called Tiger Meet in which combined forces would be assigned a wide range of combat scenarios. The attractive decorations on the Intrepid's MiG-21 symbolized one such exercise and also bears a Polish red and white checkered fin flash.

French naval aviation is represented by a Dassault Entendard IV M. The French name means "battle flag," the "IV" indicates that this is the fourth variation of the aircraft, and the "M" is the letter used to denote the navalized version.



This aircraft was the first French built carrier strike aircraft and its upgraded version, the Super Entendard, was flown by the Argentine Navy in the Falklands-Malvinas War and successfully deployed the Exocet missile against the British fleet. They were also used by Iraq against Iran in the 1984 of their war.

Two or the other aircraft have been used by the US military. The British Aerospace AV-8C Harrier has been supplied to the USMC. These were part of the Marines original purchase of the Mk 1 which were designated AV-8A. McDonnell-Douglas upgraded the many of these original aircraft with new engines, electronics, and service life extension modifications and they became the "C" model.



One of the originators of the design, which was originally developed by Hawker Aircraft was Sir Sidney Camm, designer of the World War II Hurricane.

The second aircraft was used by both the Navy and the USMC under the designation F-21. This is the Israeli Aircraft Industries Kfir (Lion Cub). US forces used it for dissimilar air combat training (DACT). DACT is an exercise which pits opposing aircraft against adversaries who have different flight characteristics.



The delta winged F-21 was supersonic, possessed high accelerations but were not agile. Their flight characteristics bore some resemblance to those of the Soviet MiG-23 which was a likely adversary to US forces. The Navy based theirs at Naval Air Station Oceana and the Marines staged their aircraft from Marine Air Station Yuma. A government contractor, Airborne Tactical Advantage Company at Newport News also flies the Kfir for some military programs.

The development of the aircraft is unusual. The French embargoed the sale of arms to Israel to appease Moslem countries and refused to deliver 50 Mirage IIICs which had been paid for. The Israelis, whose air force was based on French designs, built an unlicensed version of the Mirage IIIC which they called the Neshar. The design details had been obtained by espionage.

Loss of the “French Connection” led the Israeli government to strike a deal with the United States and before long, their entire combat fleet was of US manufacture.

But, in the interim, Neshar was then upgraded with superior Westinghouse J-79 engines and Israeli electronics and airframe modifications. This became the Kfir. Its operational history as an air superiority fighter was short since F-4s, F-16s, and F-15s soon took over that role and the Kfir became a strike aircraft.

The US has approved sales to three other nations: Columbia, Ecuador, and Sri Lanka. There are also some recent plans to offer upgraded models on the international arms market but the use of US engines makes US approval necessary.

The last of the foreign aircraft at the Intrepid is the British Aerospace-Aerospatiale Concorde. The plane is displayed on the western edge of the pier rather than the flight deck.



The classic ogive shape of the Concorde wing is evident even in this front quarter view.

This particular Concorde holds the speed record for a New York to London flight of just under three hours.

The Concorde is one of only two supersonic airliners ever constructed. The other is the Russian Tupolev Tu-144. A joint venture of the British and French governments, the Concorde had limited production, only 20 were built.

They were extremely expensive to fly but were kept in service for some 30 years. Operating expenses, restrictions on noise and overland supersonic flight, and the down-turn in passenger traffic all contributed to the retirement of the fleet.