

Missions for America
Semper vigilans!
Semper volans!



The Coastwatcher

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

300 Tower Rd., Groton, CT
<http://ct075.org>

LtCol Stephen Rocketto, Editor
srocketto@aquilasys.com

C/SSgt Justin Ketcham, Reporter
C/Amn Virginia Poe, Cub Reporter
Lt David Meers & Maj Roy Bourque, Papparazis

Vol. VII, No. 41 13 November,
2013

SCHEDULE OF COMING EVENTS

16 NOV-CTWG Rifle Training
19 NOV-TRCS Meeting
26 NOV-TRCS Meeting
02 DEC-TRCS Meeting
10 DEC-TRCS Meeting
17 DEC-TRCS Holiday Party
24 DEC-No Meeting
31 DEC-No Meeting

22 FEB-CTWG SAREX-HFD
26 APR-CTWG SAREX-GON
16-21 JUN-Tri-State SAREX
23 AUG-CTWG SAREX-HFD



CITRUS FRUIT FUNDRAISER ENDS

Our annual fundraiser has ended and the order has been processed. This year, the Squadron sold 250 cases of fruit, 25% less than last year and these

sales ranks fifth when compare to the six previous sales!

Only half of the cadets and half of the seniors participated. Some donated cash instead of selling fruit and we thank them for their generosity. Some cadets also collected donations from citizens who did not wish fruit but desired to help us.

Seniors sold 186 cases which is 75% if the total. Cadets sold 64 cases or 25% of the total.

The top cadets sales agents was Cadet Jaskiewicz, 19 case, Johnstone, 12 cases, and Trotochaud, 9 cases. These three cadets sold 62% of the total accounted for by the 24 cadets in the squadron.

Senior sales were led by LtCol Rocketto with 58 cases. Mr Stu Hanke, a former member on leave of absence while he works on his Master's degree in electrical engineering, sold 44 cases, an outstanding contribution to the squadron. LtCol Doucette placed third with 13 cases.

Once the bills are paid, Maj Lintelmann, our finance officer, will announce the final results.

CADET MEETING

12 November, 2013

submitted by

C/Amn Virginia Poe

Drill practice and inspection were followed by Maj Wojtuck's character development session on humility.

C/1stLt Schultz followed with a leadership lesson which exemplified the nature of good character.

Cadets Meers and Hollingsworth were awarded the NRA medals for achieving proficiency at the sharpshooter level.



LtCol Rocketto presents medals to Cadets Meers and Hollingsworth.

Rocketto also noted that he has questioned, in writing, the purpose and methodology for assessing the \$6 “administrative fee” which is assessed when members pay for aircraft time.

Rocketto also announced that Aerospace Education Member Stuart Sharack has acquired one of the CAP-STEM project kits and has four sets of aircraft controls for computer simulation practice.

LtCol Kinch reminded members that the CAPF 60, emergency medical information, has been replaced by the CAPF161. Members should fill out the new form which must be submitted for certain activities.

SENIOR MEETING

*12 November, 2013
Commander's Call*

Maj Noniewicz reported that the balance of the Squadron Commander's Call at Wing discussed the issues involving the training and certification of Skills Evaluation Trainers and the establishment of guidelines to assure that trainees receive quality instruction and meet CAP standards.

Lt Ray stated that the TRCS's annual holiday party will be held on 17 December from 1800 to 2000.

Lt Dickenson presented the monthly safety briefing which focused on kitchen safety.

The Squadron now has a laptop set up for the Satellite Digital Imaging System (SDIS). LtCol Doucette volunteered to study the system and train other operators.

Maj Lintelmann reported that the Squadron finances are healthy and we have one more year to run on our mortgage payments.

Lt Meers announced that two new projects are underway. The cadets and he are constructing an air powered projectile launcher and an electronic gaming system for CAP “Jeopardy” contests.

LtCol Rocketto requested that members send him e-mails listing items which they might wish to purchase if we receive a new grant which is being submitted.

Capt Farley reported on the plans for future Wing, Tri-State, and TRCS SAREX training. Farley also reminded attendees about up-and-coming recurrent training needed as emergency service qualifications expire.

LtCol deAndrade briefed the Squadron on the possibilities which exist to rectify the current lack of toilet facilities in our humble abode. DeAndrade has explored this issue in great depth and set out four different solutions for the shakers and movers in the squadron to ponder.

We can continue to travel to the normal airport facilities which are open. We might attempt to obtain permission to use the facilities in the neighboring T-hangars.

However, his investigations indicate that we might be able to install a specialized unit in the lavatory area of the senior trailer, now used for storage. This would include a water supply for washing. The necessary equipment and supplies can be obtained for a price which is within our means.

ANNUAL HOLIDAY PARTY

The Squadron's annual holiday party will be held from 1800 to 2000 on 17 November, First Flight Day. Food will be pot-luck and an e-mail

soliciting meal items will be issued in the near future. The party is a “no gift” event. Uniform for the evening will be appropriate holiday fashions.

SPECIALTY TRACK ADVANCEMENT



Capt Brandon Cox has earned a Master Rating in the Personnel Specialty Track.

GROUND TEAM TRAINING

Maj Bourque ran an all day Ground Team Three training exercise at Bluff Point State Park last weekend. Lt Meers and Cadets Johnstone, Foley, Benitez, and Meers participated in the two part program.

Academic training in our trailers was followed by orienteering and signal practice in nearby fields. Lunch followed.

After lunch, the group headed over to Bluff Point where they practiced operating a search line, marking trails, whistle commands, navigating around briar patches, and searching for clues.

ORIENTATION FLIGHTS

Six cadets from TRCS flew orientation flights on Saturday, the 9th of November.

Daniel Hollingsworth and Michael Hollingsworth flew from Groton to Simsbury and return with Maj Noniewicz.

Cadets O'Toole and Eichelberg flew a local hop with Capt Farley.

On the last flight, Cadets Conway and Ketcham flew to Willimantic and return, also with Capt

Farley.

AEROSPACE CURRENT EVENTS

Airline Merger Approved by Justice Department

The Department of Justice approved the merger of American Airlines and U.S. Airways to merge. The decision stated that the merged airline will give up some of its departure and arrival slots at certain major airports, good news for some of the low-cost carriers who are eager to expand their operations.

The merger will create what some call the world's largest airline: 6,700 daily flights which reach 336 cities in 56 countries.

AEROSPACE HISTORY

Out of Names!

The Coastwatcher ran a previous article which pointed out that the popular names of aircraft are sometimes repeated. The lexicon of appropriate names for aircraft seems too thinly populated and so the sales departments and agencies appointed to select names often recycle older names.

Sometimes they are reused by the same company or its successor such as the Douglas C-47 Skytrain and the same company's Navy/USMC version of the DC-9, the C-9B Skytrain II. The USAF denominated its DC-9 as the C-9A and called it the Nightingale. C-9Bs sometimes appeared in Groton and were used to ferry submarine crews from base to base.



Columbian Air Force C-47s. The aircraft was affectionately known as the “Gooney Bird.”



Navy Skytrain II touching down at GON



The Canadians used the DHC Buffalo as a tactical transport and later as a search and rescue aircraft. The UN plane above is a Canadian aircraft used to support UN missions in the Middle East.

The USAF employed its Nightingales for aero-medical evacuations.



Sometimes, one company appropriates the name used by another company. The somewhat stubby Brewster F2A Buffalo appellation re-appears appended to DeHavilland of Canada's DHC-5 Buffalo, know in US Army service as the CV-7A. Inter-service politics forced the Army to turn their fleet over to the USAF which re-designated them as the C-8A.

Notably, the Brewster Buffalo was an indifferent performer whereas the DHC Buffalo exhibited amazing STOL performance and versatility.



NASA collaborated with the National Center for Atmospheric Research and used this C-8A for obtaining data on mountain waves. Later the Buffalo was modified for STOL research and engineers replaced the wing with a new design incorporating boundary layer control and substituting turbo-fan engines for the turbo-props.



Japanese fighter pilots found that the Buffalo was easy prey when encountering the RAF at Singapore and the USMC at Wake Island early in World War II. However, the Finnish Air Force successfully used the aircraft in their war with Russian, producing three dozen aces.

Aircraft may have an unofficial name applied by its crew which then is used officially by another aircraft down the line. Consider the hybrid S-199, built in Czechoslovakia. The Czechs found a large supply of Messerschmidt Bf-109G parts and airframes but lacked the Daimler-Benz engine which powered it. They substituted an available Junkers-Jumo engine and attached a paddle-bladed propeller to it. What emerged was the Avia S-199.

The Messerschmidt had a narrow track landing gear which made it a handful of trouble on landing. The total lost in training accidents may have come close to the total lost in combat. But

nevertheless, the original engine and propellor combination made it a formidable fighter.



Compare the propellers of the S-199 above and the Bf-109G, called the Gustav, below.



Alas, the Jumo engine in the Avia was sluggish and the mismatched propellor led to enormous handling problems due to torque. The recalcitrant nature of this Czech beast led its pilots to call it the *Mezek*, “mule” in Czech.

Ironically, the Czech offspring of a Nazi war machine was the first fighter adopted by the nascent Israeli Air Force. They called it the Sakin, “knife” in Hebrew. But more familiarly, it was known as the “Messer” which curiously translates to “knife” in both Yiddish and German.

Well anyway, around the same time that the Israelis got the “Messers” from Czechoslovakia, Piasecki flew the H-25 helicopter for the US Army. The Army chose the name “Mule” for its

new pack animal.



The Army's Mule at Fort Rucker. The Navy called it the HUP Retriever. Frank Piasecki was a helicopter pioneer and developed a number of innovative designs. The Pennsylvania company's name was changed to Vertol and after a corporate buy-out is now Boeing-Vertol

One of CAP's standby aircraft is the Cessna 172 Skyhawk, first produced in 1955. The 172 might be termed the world's most popular aircraft, more of them having been produced than any other type. Production figures indicate some 60,000 have been rolled out of the factories. Here are some variants.



CTWG operates 44L. While assigned to NYWG, 44L flew the 9-11 mission which acquired the first photos of the World Trade Center atrocity.



The earliest 172s sported a clean fuselage design and a straight tail. Then the marketers brought in the “stylists.”



They can be found on floats, skis, and amphibious floats.

the A-1 Skyraider. The diminutive carrier plane was so small that it was designed without folding wings but it could carry its empty weight in payload! Pilot's called it "the Scooter" or Heineman's Hot Rod." Some 3,000 were manufactured and they served with the USN, USMC, and a number of foreign air forces.

"The Scooter" was used by the Blue Angels between 1974 and 1986.

This 172K has been converted to a conventional gear configuration.



Cessna produced a 172RG sporting retractable landing gear.



This display of a diamond formation hands in the atrium of the Museum of Naval Aviation in Pensacola.



The USAF ordered the C172 for basic flight training and called it the T-41A Mescalero. Later, the T-41C with a 210 HP engine was purchased for use at the USAF Academy



An Israeli A-4H Ayit (Eagle). The A-4 has also been employed by Australia, Brazil, Indonesia, Kuwait, New Zealand, Malaysia, and Singapore.

But in 1954, one year earlier, Douglas flew the first of its Skyhawks, the A4D, later re-designated A-4. The Douglas Skyhawk was another gem mined and cut by the genius of Ed Heineman, the designer responsible for many superior aircraft such as the SBD Dauntless, the B-26 Invader, and



A-4H and TA-4J at the Flying Leatherneck Museum, Mirimar