

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

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### SCHEDULE OF COMING EVENTS

26 NOV-TRCS Meeting  
02 DEC-TRCS Meeting  
10 DEC-TRCS Meeting  
14 DEC-TRCS SAREX  
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



### CADET MEETING

19 November, 2013

submitted by  
C/TSgt Justin Ketcham

Seating was rearranged so veteran cadets could be placed next to new members.

C/2dLts Schultz and Tynan went over the chain of command with the cadets. Customs and courtesies were discussed.

C/MSgt Johnstone offered an aerospace lesson on aeronautical charts. Cadets also discussed various military aircraft.

C/Amn Poe gave an aerospace brief on space debris. The debris consists of out-of-service satellites, launch components such as rocket bodies and shrouds, and pieces of satellites which have been destroyed while in orbit. They present a collision danger to new space launches, both manned and unmanned.

C/CMSgt Carter gave a leadership lesson on the differences between the roles of leader and follower.

### SENIOR MEETING

19 November, 2013

The planning team for the 14 December SAREX polled members on training needs and following the dictum of Marx, Karl, not Groucho, and their dictatorial demeanor, decided "*Jeder nach seinen Fähigkeiten, jedem nach seinen Bedürfnissen*" or, in English, "From each according to his ability, to each according to his need!"

### TRAINING FLIGHT

Maj Noniewicz and LtCol Kinch flew to New Haven to run cadet orientation flights but no cadets appeared to fly. Displaying commendable flexibility, they commenced scanner training for

1stLt Akihiro Hashimoto. They were assisted by Capt George Mugno. The trainers and trainee flew two flights over the Madison area and located the target, a blue tarp. Hashimoto commented on the difficulty of visually finding such small target compared to using VORs to fly to an airport.

### RIFLE SAFETY AND MARKSMANSHIP CLINIC

Six cadets from Thames River joined 28 cadets from five other squadrons and participated in the CTWG's November rifle training session.

Cadets Daniel and Michael Hollingsworth, Aston Foley, Virginia Poe, Christopher Tynan and Jessica Carter composed the TRCS contingent.



*Former Manchester cadet James Planeta assists with a sling adjustment.*

LtCol Rocketto served as Chief Range Officer and was assisted by James Planeta and Ryan McKee from the Quaker Hill instructor pool and 2dLt Timothy Plourde, USAF, a former TRCS member. Mr. Hollingsworth provided staff support.

### AEROSPACE CURRENT EVENTS

#### *Orders*

Boeing scored a huge success on the first day of the Dubai Airshow, garnering 342 orders for aircraft worth 200 billion dollars? Airbus recorded 142 orders for a ledger entry worth 40 billion.

The bulk of the orders were placed by middle eastern airlines. Emirates booked 150 of the planned Boeing 777X at around 371 million per

copy. The 777X is a larger and more fuel efficient version of the highly successful 777 series. Emirates also ordered 50 Airbus 380s at 450 million each.



*777-200ER in Emirates Current Fleet*

Qatar and Etihad Airways also participated ordering the 777X, the 787 Dreamliner, and the extraordinarily popular 737.

The proposed 777X will have a stretched fuselage, longer than that of a 747, a new wing made from a carbon-fiber reinforced polymer, and advanced power plants from General Electric. They are planned to enter service in 2020.

#### *Merger*

In a surprising *volte-face*, the US Department of Justice approved the merger of US Airlines with American Airlines, a merger which had been scuttled just three months ago.

In August, Attorney General Holder said that “The American people deserve better. This transaction would result in consumers paying the price — in higher airfares, higher fees and fewer choices.”

His now claims that “This settlement ensures airline passengers will see more competition on nonstop and connecting routes throughout the country,”

One can only conclude from these two comments only that the Attorney General believes that increased competition on nonstop and connecting

routes will result in higher fares, higher fees, and fewer choices!

The financial and airline industry are speculating on what caused this remarkable turn-around and what other considerations might mitigate higher fares, higher fees, and fewer choices.

As part of the merger agreement, the new company will yield gates at a number of major airports. Southwest and Jet Blue are the likely beneficiaries.

The merger makes the new line the largest in the world and means that American, United, Delta, and Southwest will control 80% of all US flights.

### AEROSPACE HISTORY

The last five years have resulted in four major airline mergers. In 2008, Delta merged with Northwest. Two years later, Southwest absorbed AirTran. Then United and Continental joined forces and this week American and US Airways have been permitted to form a new corporate entity.

Airline mergers are not new. Delta traces its origins back to 1924 when Huff-Dalland started crop dusting. Four years later, Huff-Daland became Delta Air Services and started serving the southeast.



*The roots of Delta lie in agriculture. An original Huff-Dalland Duster wearing Delta Air Services insignia.*

In 1953, Delta took over Chicago & Southern and eleven years later Northeast Airlines. Just three years afterwards, in 1987, Western Airlines became part of Delta. In the following two

decades, Delta bought Pan American's European routes and the PanAm Shuttle, put together Delta Express, a low cost subsidiary named Song Airlines, and finally, took over Northwest.

Northwest itself is an airline which was associated with Mesaba, Pinnacle, and Compass as contract carriers and owned 40% of Midwest. When flying the Pacific, it was known as Northwest Orient Airlines. In 1986, Northwest bought Republic Airlines and dropped the "Orient" from its name.

### *A Photoessay on the Recent Marriages of Airlines*



*Delta 757 and Northwest A-319*



*Air Tran and Southwest 737s*



*United 747 and Continental MD-82*



*American DC-10 and US Air A319*

