

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

- 11 FEB-TRCS Meeting
- 18 FEB-Safety Down Day-Commander's Call
- 22 FEB-CTWG SAREX-HFD
- 25 FEB-TRCS Meeting
  
- 01 MAR-CTWG Pilot Meeting-MMK
- 05 MAR-CTWG Commander's Call
- 13-15 MAR-CTWG Staff Assisted Visit
- 19 MAR-CTWG Staff Call
- 29-30 MAR-CTWG West Group SLS-DXR
  
- 19 APR-CSRRA AR-15 Rifle Clinic
- 26 APR-04 May-NER Mission Aircrew School
- 29 APR-Wing Wide SAREX-GON
  
- 10-11 MAY-CTWG East Group CLC-HFD
- 17 MAY-Commander's Cup Rocketry (tentative)
- 17-18 MAY-Quonset Airshow

- 16-21 JUN-Tri-State SAREX (CT/RI/MA)
- 19 JUL-02 AUG-Nat'l Emergency Services Acad.
- 08-16 AUG-CTWG Encampment-Camp Niantic
- 23 AUG-Wing Wide SAREX-HFD
- 01 OCT-CTWG Commander's Call and CAC
- 17-19 OCT-CTWG.NER Conference
- 18-25 OCT-NER Staff College-New Jersey
- 20 SEP-Cadet Ball-USCGA (tentative)

### CADET MEETING/SENIOR MEETING

21 January, 2014  
*Cancelled Due to Snow*

### SURVIVAL SYSTEMS RECOGNIZED

In a presentation of Tuesday, April 4<sup>th</sup>, Thames River Composite Squadron recognized the many contributions made by Survival Systems USA to our airman safety and cadet education programs. Squadron Commander Maj Paul Noniewicz and LtCol John deAndrade, Operations Officer, presented a framed aerial photograph of Survival Systems to Mr. Hugh Teel, Jr., the company's commercial sales and contract officer.



*Maj Noniewicz, Mr. Teel, and LtCol deAndrade*

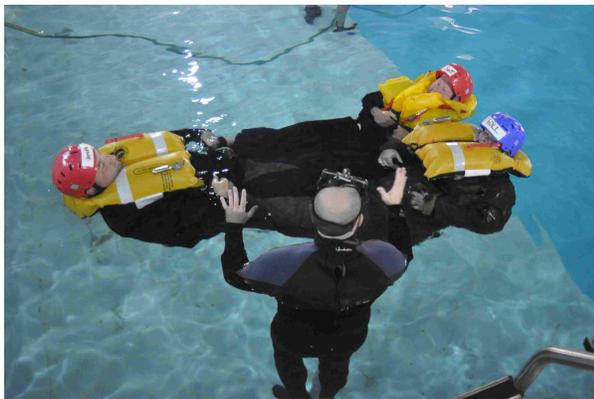
Over the past five years, Survival Systems has provided summer training for the cadets who attend our summer encampments and for some of our aircrews who fly the Long Island Sound Patrol.



*Cadet Flynn requesting permission to come aboard.*



*Maj deAndrade and the pilots of Shoreline Aviation await practice in righting an overturned life raft. Maj deAndrade is wearing an Air Force blue helmet.*

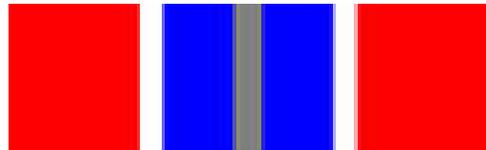


*Majs Noniewicz and Welch and Capt Farley are shown how to form a raft to enhance visibility and provide additional buoyancy.*

Survival Systems states that its purpose is "...to enhance and preserve workers' lives through safety education, training technologies and applied research and development." To this end, they have developed a catalog of programs in land and water survival and utilize a wide range of training aids to teach aircrews how to egress from ditched aircraft and deploy and use techniques and equipment to survive in a harsh environment. But a training syllabus and specialized equipment are merely the framework of a well balanced learning environment. Teachers are needed and their well trained and highly motivated instructional staff have been praised for their pedagogical skills and enthusiastic spirits.

Survival Systems students come from the military, commercial and business aviation, law enforcement, and scientific and industrial organizations.

### TRCS ACHIEVES 100% YEAGER



Successive squadron commanders LtCol Lawrence Kinch and Maj Paul Noniewicz set a most difficult goal....that 100% of all TRCS officers would pass the Aerospace Education Program for Senior Members (AEPSM) and earn the Brigadier General Charles E. 'Chuck' Yeager Aerospace Education Achievement Award. Lt Emily Ray, Deputy Commander of Cadets has qualified this week and Thames River is now 21 for 21 and the goal has been met.

The AEPSM is based upon the book, *The Journey of Flight*, now in its second edition. The book contains 27 chapters covering the history of air power, basic aeronautics, sectors of aviation such

as business or military flying, aerospace organizations, career opportunities, meteorology, rocket science, and astronomy. Qualifying for the Yeager ribbon requires passing a 100 question test.

“Prince Philip,” newly returned from Africa where he had been meeting with the leaders of former British colonies, was asked by a reporter to explain the difference between a “freedom fighter” and a terrorist. The comedian playing Philip stated that “...it was rather difficult, especially when he was disemboweling you.”

## AEROSPACE CURRENT EVENTS

### *The Debate Drones On*

In his futuristic novel, *1984*, George Orwell postulated a future new world order. The story takes place in Airstrip One, the former Great Britain, a province of a super-power called Oceania, one of three such entities that exerted political, social, and intellectual control over all the earth.

Orwell's world governments had gone so far as to manipulate the language, making it linguistically difficult to criticize the government or harbor thoughts critical to the government. Languages do change over time but this is a more insidious process, deliberately directed by the government to maintain control of the thoughts, and therefore behavior, of the proletariat.

Oceania had four governmental ministries: the Ministry of Truth which dealt with propaganda, the Ministry of Plenty which controlled economics, the Ministry of Peace which waged war, and the Ministry of Love which had police functions involving torture and brainwashing. The term Orwell used to denote this debasement of language was “Newspeak.”

The process of vocabulary modification is common today. Our Department of Defense used to be the Department of War, a name change which occurred in 1949 as the Cold War heated up. We also see the process at work in the drive to use “politically correct” language” and woe unto him who should transgress the standards set by the self-appointed “language police.”

The British comedy group, *Beyond the Fringe*, mocked this tampering with language. In one skit,

Anyway, the aero industry is now beset by a debate amongst various factions who object to the use of the word “drone” when mentioning the class of aircraft which fly without a protoplasmic pilot aboard.

The particular use of this word originated back in the 1930s with British experimentation and adoption of an aircraft called the Queen Bee. The Queen Bee was a radio controlled anti-aircraft target constructed from a combination of deHavilland Gipsy Moth and Tiger Moth parts.



*DH-60 Gipsy Moth*

+



*DH-62 Tiger Moth*

=



*DH-62C Queen Bee*

The genesis of the appellation, “drone,” seems to be in dispute. Some argue that it derived from Queen Bee itself. Others state that it came about because of the sound which the engine made.

Now, eighty years later, the use of the term “drone” is under attack by various factions. One faction objects on the grounds that “drone” is a somewhat pejorative term. Recall *The Simpsons* Mr. Burns, owner of the Springfield Nuclear Power Plant derisively referring to his workers as “drones.”

The BBC reports that General Atomics, manufacturers of the Predator and Reaper, recently complained to the British Defense Select Committee about calling their products drones. The claim is that drones are understood to be workers who perform tedious, repetitive jobs in a mindless manner. Although “drone” aircraft are involved in mission such as surveillance which involve long hours of boring flying, they are not “mindless.”

And “By George,” like Professor Henry Higgins in *My Fair Lady*, General Atomics “taught the English how to speak.” The vehicles that once were “drones” are now “unmanned aerial vehicles (UAVs). But wait, the manufacturers have made their will known but they did not consult the operators of their products.

The military and intelligence agencies who operate the manufacturer's UAVs take umbrage at the obtuse actions of mere tradesmen and paper-pushers which denigrate the role of the array of controllers and systems operators needed to keep the aircraft functioning so the term Unmanned Aerial System (UAS) was adopted.

But wait again. What about those protoplasmic entities, humans. Are they just merely part of a system. One could say yes but homage had to be paid to their unique role and so Remotely Piloted Aircraft (RPA) came into favor.

Without doubt, the RPA is remotely piloted but there were objections to calling those who actually maneuvered the aircraft pilots since their flesh and

blood were not at risk in the venture. In fact, they argued, this would entail that in the case of an autonomous aircraft which follows a computer program without human intervention, then some computer geek who wrote the program could be styled as a pilot and this would entitle him to the privileges of wings on his chest, Ray-Bans over his eyes, and a big watch on his wrist.

Committee decisions and group beliefs are one thing but what “The Man” says goes. The naming of the Lockheed SR-71 Blackbird is a case in point. A story has been floating around for a long time about the designation of the SR-71. There were a number of variants of the design with different roles: reconnaissance, interceptor, bomber, trainer, and a drone launch vehicle. And of course a number of different designations: R-12 (reconnaissance), A-12 (CIA single seat version), B-12 (bomber, later B-71 to follow the B-70), RS-71 (reconnaissance-strike) and SR-71 (strategic reconnaissance).

According to the story, President Lyndon Johnson, piqued by criticism of his weapons development policy, decided to reveal the existence of the USAF version, the YF-12A interceptor. According to one story, General Curtis LeMay, USAF Chief of Staff and former commander of the Strategic Air Command, was unhappy with the RS-12 designation and the Air Force resisted the program because of fear that it would draw funding away from the XB-70.

Some say he influenced Johnson to call it the RS-71 in his politically inspired speech. Others say that Johnson mis-read RS-71 as SR-71 and he and his staff, refusing to admit a mistake, forced the adoption of SR-71 as the Blackbird's official moniker. Who knows the true story?

Well, what “The Man” says goes, whether “The Man” be a General or a President. And so, although he is not “Big Brother,” the purported leader of the totalitarian Oceania in Orwell's novel, Barack Obama, the President of the United States and the Commander in Chief of the Armed Forces is “The Man” and in his recent State of the Union address, said he was in favor of limiting the use of

drones. But he really did not define the word “drone.”

So does that settle the issue and what has been called a UAV or UAS or RPA is really just a drone. Or is this an intelligence ploy. Drones will not longer be used but what is to stop the deployment of a UAV or UAF or PRA since they might not be drones in the lexicon of the users. As President William Clinton once said, "It depends on what the meaning of the word 'is' is." and I guess that rationalization can be applied to the meaning of the word “drone.”

### Commercial C-130J in the Works

Lockheed Martin Corporation announced that a new version of the C-130 Hercules series will be produced. The LM-100J will be tailored for civil use and will be similar to the military -J model except for the military avionics.



*C-130J of the 143<sup>rd</sup> Airlift Wing, RING demonstrates a cross-wing landing.*

Lockheed anticipates orders of up to 75 aircraft from customers such as mining and energy companies and other commercial operators who can utilize the unique features of the Hercules to operate from rough, short fields which lack special loading and unloading equipment.

Lockheed also sees a market in aerial firefighting and disaster relief missions,

In 1965, Lockheed received FAA certification for the L-100 which was the original commercial model of the Hercules and produced over 100 of them. The basic design was that of the C-130E.

Delta Airlines used them as freighters on scheduled runs. They were also employed by charter operators and some foreign air forces.



*An civil -A model on a wet ramp at Chanute. The aircraft is a former Royal Australian Air Force plane and was owned by Earl Cherry and his Louisiana based One Charlie Corporation. Current FAA records locate the aircraft in Nara Visa New Mexico where JNS Aircraft Sales has it offered for sale.*

Lockheed expects that development, certification, and production will take four years.

### [Get Yer Cold Beer Here!](#) [Who's Kidding Whom?](#)

Lakemaid Beer of Stevens Point, Wisconsin recently promoted an drone-borne delivery of beer to ice fisherman. The advertisement shows a hexacopter lifting a 12 pack of Lakemaid's brew and delivering it to a fisherman's ice house on Lake Waconia.



*Beer Schlepper Readied for Launch*  
*(Photo Credit: AP/Lakemaid)*

This has prompted the Federal Aviation Administration to issue a “cease and desist” order since the regulations for the commercial use of

drones have not been written yet.

But The Coastwatcher thinks that the FAA may be premature in their actions since there is some question if the drone shown in the ad is capable of delivering the goods.

The vehicle appears to be a DJI FlameWheel F550 with a skid type landing gear. Specifications for this model indicate that it has a maximum all-up weight of 5.3 points.

The frame weight is listed as one pound. Add another 0.7 pounds for the landing gear skid unit and another 2.5 pounds for the motors, props, batteries, transmitter, and GPS. This brings us up to an empty weight of 4.2 pounds.

This leads one to conclude that the payload, maximum all-up weight minus empty weight is 1.1 pounds. Now we all know that “a pint is a pound the world around” which leads one to conclude that the vehicle under discussion can carry one pint of beer, not a 12 pack.

A twelve pack of 12 ounce bottles contains 9 pounds of beer and about 6 pounds of bottles depending on their composition. This adds up to 12 pack payload weight of about 15 pounds.

One can only conclude that the Lakemaid video is charitably, an advertising gimmick. Put in on the internet and the next day five million people will believe it. I know because Abe Lincoln said that in his blog and Honest Abe doesn't lie.

Visit their website at: [Lakemaidbeer.com](http://Lakemaidbeer.com) to see the drone in action.

### AEROSPACE HISTORY

#### *CAP Related Historical Notes of the Month*

The first two World War II CAP Coastal Patrol Bases (CPB) were activated on 28 February, 1942. CPB 1 was located at Bader Field, Atlantic City,

N.J. and CPB 3 was based at Rehoboth Beach, Delaware.



*CPB 1 Insignia  
Bader Field  
Atlantic City, N.J.*



*CPB 3 Insignia  
Rehoboth Beach  
Airport  
Rehoboth Beach,  
Del.*

In one week alone, in February, 1945, CAP SAR aircraft found seven missing Army Air Force and Navy aircraft.

#### *Glenn, Ben, John, and Baby Ruth A Sweet Aviation Juxtaposition*

*by  
Hap Rocketto*



The Curtiss Aeroplane and Motor Company was born on January 13, 1916 when Glenn Curtiss

merged the Curtiss Aeroplane Company and the Curtiss Motor Company.

A few months later Otto Schnering founded the Curtiss Candy Company selling a confection called Kandy Kake. He elected to use his mother's maiden name for the company as the xenophobia surrounding the United States entry into World War I made a German surname a bit of a business liability. The anti-German hysteria also turned sauerkraut into Liberty Cabbage and dachshunds into Liberty Hounds.

Schnering understood advertising. In 1931 Curtiss rebranded his chocolate enrobed bar of peanuts, caramel and chocolate-flavored nougat calling it the Baby Ruth. He advertised it, taking advantage of the nation's aviation fever, by dropping samples from an airplane. Each bar floated to the ground tethered to a small parachute, perhaps later inspiring Gail Halvorsen, *Der Schokoladen Flieger* or *Rosinenbomber*, of Berlin Airlift fame.

Curtiss' advertising budget also sponsored the Baby Ruth Aerobatic Team, a flying circus that flew aircraft with sides emblazoned *Baby Ruth 5¢*. The Baby Ruth Aerobatic Team, which often flew tethered together with ropes, was led by John H. Livingston, a noted aerobatic and racing pilot and recognized by his peers as a "good fellow."

Curtiss candy also had a distant relationship with the [MacRobertson Air Race](#). The MacRobertson Trophy Air Race was flown from London to Melbourne across Europe, the Middle East, and Southeast Asia to the largest island in the antipodes. It was devised to celebrate the centennial of Melbourne. The \$75,000 prize was put up by the MacRobertson's Steam Confectionery Works, Australia's equivalent to Curtiss Candy.

Livingston had sold his Lambert Monocoupe 145 (NC501W), named *Baby Ruth*, which was entered in the event. It was crewed by J.H. Wright and J. Polando Warner but it only made it as far as Calcutta. However, Colonel Roscoe Turner and Clyde Panghorn flew the *Warner Brothers Comet*, a Boeing 247-D (NR257Y), to a second place finish in an elapsed time of 92 hours 55 minutes, and 38 seconds.



NR257Y On Display at the NASM on The Mall.



Livingstone stands by his Monocoupe 145



The famous flight depicted on the fuselage of the aircraft.

Livingston, an automobile and motorcycle mechanic, as were so many of the early aviators, was born in 1897. He soloed in 1920 and worked for The Iowa Airplane Company which he eventually purchased and renamed it Midwest Airways Corporation.

He won the 1928 New York to Los Angeles Transcontinental Air Derby and by the end of the 1933 racing season had won more air races than any other pilot. He often flew Benny Howard's air-racer DGA-4 "[Mike](#)" (NR55Y) at air shows.

He won 80 national air races in his career. After the 1933 season he went to work for the Waco Aircraft Company as a test pilot, filling his spare time flying with the Baby Ruth Aerobatic Team.

John Livingston had an eventful life as an aviator and is considered to be the inspiration for the protagonist in Richard Bach book *Jonathan Livingston Seagull*.

As an adventurous, and over confident, 18 year old Benny Howard, bought a Standard J trainer with an OX-5 engine and, as was the custom in the pre CAA/FAA days, attempted to teach himself to fly. His boldness resulted in a lifelong love of aviation as well as a wrecked airplane and a broken leg, a precursor of things to come two decades later.

He healed and went to work for Curtiss Aircraft. Earning his pilot's credentials Benny entered the turbulent world of airplane racing and built his first two successful racers, *Mike* and DGA-5 *Ike* (N56). While racing his most famous aircraft, the DGA-6 *Mister Mulligan*, in the 1936 New York-Los Angeles Bendix Transcontinental Race he experienced aviation *déjà vu*. While in the lead *Mister Mulligan* shed a propeller blade and crash-landed near Crownpoint, New Mexico. Howard lost both the airplane and a leg, but not his love of flying.



*Mr. Mulligan replica, a DGA-6 at Oshkosh.*

*(Photo Credit: FlugKer12)*

When he recovered he returned to the air, flying the mail and passengers. An aviator's aviator Howard was also a first class test pilot. He had no formal training but great natural ability and was often able to sniff out problems and find solutions to problems that eluded college degreed engineers.

While it might be a taffy-like stretch, the relationship of Glenn, Ben, John, Baby Ruth, and a fictional seagull is not to be ignored.

## **NATIONAL EMERGENCY SERVICES ACADEMY**

Applications are now being accepted for the 2014 National Emergency Services Academy (NESA) held at Camp Atterbury in Edinburgh, Indiana. Applications will be accepted through the 22nd of June for courses being held during our two session weeks from the 19th of July through the 2nd of August 2014. There are courses for all members interested in emergency services.

Both LtCol Doucette and LtCol Rocketto have attended NESA and found the experience worthwhile. A large staff of competent instructors, excellent facilities, and eager students contribute to the learning experience.