



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](mailto:srocketto@aquilasys.com)

C/SSgt Virginia Poe, Reporter  
Lt David Meers & Maj Roy Bourque, Papparazis

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### SCHEDULE OF COMING EVENTS

26 APR-04 May-NER Mission Aircrew School  
28 April-  
29 APR-TRCS Meeting

10-11 MAY-CTWG East Group CLC-HFD  
10 MAY- CTWG SAREX at MMK  
17 MAY-Commander's Cup Rocketry  
17-18 MAY-Quonset Airshow  
30 MAY-Ledyard Aerospace Festival

16-21 JUN-Bi-State SAREX (CT/RI/)  
04 JUL-GON Parade and Squadron Picnic  
19 JUL-02 AUG-Nat'l Emergency Services Acad.  
08-16 AUG-CTWG Encampment-Camp Niantic  
23 AUG-Wing Wide SAREX-HFD  
20 SEP-Cadet Ball-USCGA (tentative)

01 OCT-CTWG Commander's Call and CAC  
17-19 OCT-CTWG/NER Conference  
16-18 OCT-NER AEO Course at Conference  
18-25 OCT-NER Staff College-New Jersey

### CADET MEETING

*21 April, 2014*

Drill was held on the airport parking lot.

Cadets continued building rockets for rocketry badge qualification and the Commander's Cup rocketry Contest scheduled for 17 April.

LtCol Rocketto spoke briefly about the availability of current aviation publications and the importance of reading.

*28 April, 2014*

Cadets conducted indoor PT exercises and worked on rockets for the Commander's Cup Contest.

### SENIOR MEETING

*21 April, 2014*

*submitted by*

*Colonel Roscoe Turner*

Maj Willi Lintelmann briefed the squadron on the nuances of CAP finances and the duties of the squadron financial officer.

The background of the Wing Finance Program was explained and the roles of the finance officer and the finance committee were delineated as were CAP financial forms and deposit and withdrawal policies.

*29 April, 2014*

Officers examined photos of the Monday Anti-Terrorist exercise and discussed the role of CAP personnel.

## ORIENTATION FLIGHTS

Maj Farley flew two orientation flights with the Cadets Hollingsworth Squared on Thursday, 17 April. The flights were Groton to Windham and return and covered Syllabus 6 and 10.

A second mission had to be cancelled due to a fouled spark plug.

## CSRRA HIGH POWER CLINIC

C/MSgt John Meers of TRCS and C/Amn Joseph Sitarz of the Royal Charter Squadron attended the Connecticut State Rifle and Revolver Association High Power Rifle Clinic which was held at the Bell City Gun Club in Southington on 19 April. The cadets received safety and technical instruction and fired the AR-15 rifle at 200 yards.

Lt David Meers assisted and LtCol Stephen Rocketto coached.

## AIRCRAFT RELOCATION FLIGHTS

LtCol John deAndrade, Maj Scott Farley, and LtCol Stephen Rocketto engaged in a game of aerial chairs on Thursday, the 24<sup>th</sup> of April. The trio flew a C182 to Fitchburg and then proceeded to Boire Field in Nashua. There, LtCols deAndrade and Rocketto picked up the Gippsland GA8 from the New Hampshire Wing and accompanied by Farley in the 182, flew to Hartford. From Hartford, they proceeded to Quonset Point where they dropped off the 182 for the Rhode Island Wing.



*“Captain” deAndrade supervises “First Officer” Farley on the GA8 “walk-around.”*

Alas, the GA8 refused to start and after trying a variety of techniques, aided by the Quonset FBO, found their way home by road thanks to the good offices of LtCol Chris Peet of the RIWG who drove them to Groton.



*An FBO representative and LtCol Peet wait on the wind-swept Quonset Ramp and ponder the GA8 puzzle.*

Farley and deAndrade, accompanied by LtCol Lawrence Kinch, returned on the weekend flying a C182. They communicated with the Fitchburg repair station by phone and tried a series of steps to start the engine but failed once again. They returned in the 182. The suspected part is the primer system in the fuel system.

## TRCS PARTICIPATES IN SPECIAL EXERCISE

Five members of Thames River participated in a joint military, police, and emergency responder exercise at Groton Airport on Monday, 28 April. Details will be released when the detailed report of the event is vetted by higher authorities.

CAP participants were Maj Jack Shapiro, Organizer, LtCol Michael Heath, Incident Commander, LtCol John deAndrade, Mission Pilot, LtCol Richard Doucette, Mission Staff Assistant and Photographer, Maj Keith Neilson, Air Operations, Flight Line Marshaler, and Photographer, Maj Paul Noniewicz, squadron organizer, and LtCol Stephen Rocketto, Mission Radio Operator, Public Affairs Officer, and Photographer. Col Daniel LeClair, CAP's Northeast Region Commander, Col Lloyd Sturges, CTWG Director of Operations, and LtCol Thomas Lytwinczyk, CTWG Eastern Group Commander.

## **TRCS PARTICIPATES IN CD TRAINING**

The State Narcotics Task Force held a training session for CAP air crews at Bradley Air National Guard Base on Saturday, 26 April. Fifteen of the 25 attendees were CAP and TRCS officers made up one third of the total.

The CAP contingent was organized by Maj Charles Kruszak, our CD officer.

The training consisted of briefing on observation techniques delivered by Maj Ward of New Jersey Wing and a question and answer period in which police and CAP interchanged views.

TRCS members present were LtCols Kinch, Doucette, Rocketto, and Majs Neilson and Farley.

## **TRCS PARTICIPATES IN ENCAMPMENT TRAINING**

The CTWG held an encampment training session on Saturday, 26 April. LtCol James Ridley, CTWG Chief of Staff and the Encampment Commander and LtCol Adam Horcutt opened the day with a briefing on the encampment philosophy and the conduct expected of both the senior and cadet cadre.

Cadet senior staff worked with candidates for staff positions and senior officers reviewed a range of subjects pertinent to the safe, profitable, and efficient management of the encampment.

TRCS attendees were Maj and Lt Welch, Lt Meers, LtCol Rocketto and Cadets Schultz, C. Tynan, Trotochaud, Meers, and Johnstone.

## **BPA LUNCHEON**

The Flight Officer Connie Nappier Jr. Chapter of the Black Pilots of America is holding its first annual awards dinner on Saturday, 03 May, 2014 at noon.

The event will be held in Norwich and information and tickets may be obtained by contacting Maj Roy Bourque at Roy Bourque at [bourqueroy@sbcglobal.net](mailto:bourqueroy@sbcglobal.net)

## **AEROSPACE CURRENT EVENTS**

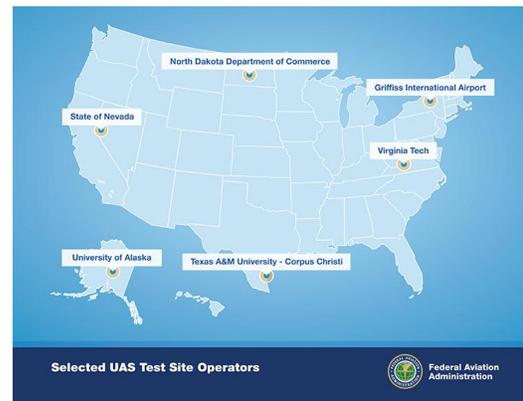
### *First UAV Test Site Activated*

The first of six congressionally mandated test sites for unmanned aircraft systems testing has opened in North Dakota. The state's Department of Commerce has received a Certificate of Authorization (COA) for testing of a Draganflyer X4ES UAS at its Northern Plains testing site.



*A drone similar to those used in the agricultural experiments.*

The testing will collect data needed to plan the integration of UAV operations in national air space system and will also study the use of the UAVs for examining soil quality and the health of crops.



The other UAV test sites are at Griffiss International Airport in New York, Nevada which will establish four separate ranges, and university operated sites in Virginia, Alaska, and Texas.

## AEROSPACE HISTORY

Boeing has delivered its 8,000<sup>th</sup> 737 airliner, making it the most popular commercial airliner ever produced. The aircraft was a 737-900ER for United Air Lines.

The lack of under-wing room was a Boeing decision which eased maintenance costs. However, this led to problems with the new bypass engines were adopted. The larger intake opening required a change in placement of engine accessories and the geometry of the nacelle from the previous round form to the current oval shape. The newest variation, the 737MAX, planned with even larger engines, will require an extended nose wheel!

The original design was derived from the 707 and 727 models, sharing their fuselage cross sections, a feature also found in the 757. None of these aircraft are now in production but many still fly with airlines, freight haulers, and the military.

The first models, the -100 and the lengthened -200 entered airline service in 1968.



*The first -100, production model #1 serves as NASA 515 served as a test bed and is now retired to the Museum of Flight in Seattle.*

*This -200 bearing the livery of Guatemala's Aviateca is 76 inches longer than the -100.*



These were followed by the "737 Classic Series," the -300, -400, and -500 models. The "Classic" aircraft adopted the CFM56 turbofan engine and

carried an improved wing design.



*A -300 at Pima A&SM. These carried the new CFM engine and had a 113 in fuselage extension, and longer wings.*



*The -400 added another 120 inches to the fuselage which doubled the passenger capacity over earlier models.*



*The last of the classics, the -500, was a popular replacement for the older -200s. A little shorter than the -400s, it proved a economical replacement on many routes.*

The "Next Generation" series was introduced in 1990 with upgraded cockpit instrumentation, a redesigned wing, and new passenger cabin features. As each succeeding model was introduced, the -600, -700, -800, and -900ER, the fuselage was extended and more passenger seats

added. A business jet version was also introduced.



*The -600 is the same size as the -500 and was introduced after the other "New Generation" models to fill an important niche in the line, the size category needed for the -500 replacement.*  
*(photo credit: Konflikty.pl)*

*Southwest Airlines has an all 737 fleet. This -700 carries from 126 to 149 passengers and is equipped with winglets.*



*A Delta -800 on final approach at Atlanta. Basically, Boeing stretched the -700 and can carry up to 189 passengers.*



*Alaska Airlines was the launch customer for the -900.*

The U.S. Military operates three versions of the 737.



*The C-40B Clipper, shown above, is a 737-700 Business Jet variant and is flown by both the USAF and the US Navy. It is equipped with advanced communications gear for military command purposes and more luxurious fittings for VIPs.* (photo credit: Jeff Gilbert, USAF)



*The T-43 is a 737-200 model modified for navigator training. Twelve student navigators can be carried at one time, each pair with a instructor.*  
*(photo credit: MSgt Fernando Serna)*



*The latest military acquisition is the P-8 Poseidon, an anti-submarine aircraft slated to replace the Lockheed P-3 Orion. Ordnance can include torpedoes, cruise missiles, mines, or bombs. The model shown is under tests for the Indian Navy.*  
*(photo credit: Boeing)*

The 737 is built at Boeing's Renton plant where the rate, now a record 42 monthly, is to rise to 47.