



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/MSgt Virginia Poe, Reporter
C/SrA Michael Hollingsworth, Printer's Devil
Lt David Meers & Maj Roy Bourque, Papparazis

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SCHEDULE OF COMING EVENT

06 SEP-Wings Over Westerly
13 SEP-CAP Rifle Safety and Marksmanship
09 SEP-TRCS Picnic
20 SEP-Cadet Ball-USCGA
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

26 August, 2014
submitted by
C/MSgt Virginia Poe

The meeting commenced with drill practice.

Cadets who attended NCSA related their experiences. C/CMSgt Ray soled a glider at the

NER Glider Academy in Vermont and C/Amn deAndrade soled a powered aircraft at the Nebraska Powered Flight Academy. C/1Lt Tynan participated in the Blue Beret Program at the EAA AirVenture Show in Oshkosh. Cadet SMSgt Meers completed the rigorous outdoor program at Hawk Mountain in Pennsylvania.

C/Maj Schultz led the squadron in a Socratic style seminar on the subject of recruitment and fund raising.

SENIOR MEETING

26 August, 2014

No formal training was planned. Officers worked on individual projects.

TRAINING EXERCISE

23 August, 2014

Six members of TRCS participated in the CTWG TRANEX based in Hartford last weekend.

Maj Lintelmann manned the radio room, Lt Simpson worked as a mission staff assistant, Maj Neilson was air branch director, and Maj Noniewicz, and LtCols Wisheart and Rocketto flew as aircrew members.

The focus of the exercise was aerial photography of portions of the power grid and 15 different assignments were listed, most demanding details of substations, power pylons, and transmission lines.

LONG ISLAND SOUND PATROL

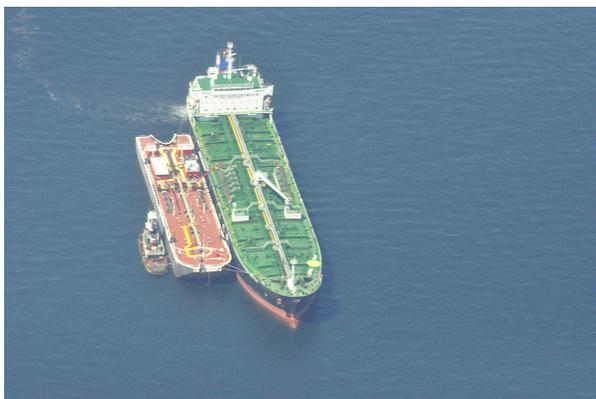
Three patrols were flown by TRCS last weekend. On Saturday, Maj Noniewicz and LtCol Rocketto flew an abbreviated mission as part of their return from the CTWG Training Exercise. The boat traffic on the Sound was light and except for a detour to investigate a fire, not much happened.

The early Sunday flight was manned by Maj Wisehart in the left seat, Maj Lintelmann flying in the observer position, and Rocketto with a camera in back seat. Activity was high with more fishing, sailboat racing, and power-boating that seen all season.

A number of boats called for help from the commercial service, Sea Tow, but no real emergencies developed. The NOAA hydrographic research vessel, *Thomas Jefferson*, was observed off Gardiners Island on Saturday and departing New London on Sunday and a few fuel barges were passing through the Sound. An Italian registered tanker, *Nisida*, was discharging fuel to a barge off New Haven. The tanker, barge, and tug were not anchored but maintaining position using engines and rudders.



NOAA's research vessel Thomas Jefferson departs New London for hydrographic survey work in Tobaccot Bay on the east side of Gardiners Island.



The Italian flagged tanker Nisida offloading oil to a barge south of New Haven.

The second flight on Sunday was crewed by Maj Keith Neilson, LtCol Larry Kinch, and Capt Ed Miller. Activity dropped markedly in the late afternoon as boats turned shoreward.

All three flights were flown in a Cessna 172 on temporary loan from the Pennsylvania Wing. The narrower size of the 172 cabin as compared to the 182 generally used on patrol made for a far more “friendly” crew relationship than otherwise experienced.

The air crews noted that the high frequency of calls on the marine frequencies often interfered with each other and made appreciating the situation on the surface difficult. The radio frequencies used are basically line of sight and depend mostly upon the heights of the antennae above the surface. The formula is

Range in miles = square root of two times the height in feet.

So, for a flight altitude of 2,500 feet, the radio can receive signals from stations over 70 miles away. This can vary depending upon transmission power and other factors such as the Fresnel effect but 70 miles is a good ball-park figure.

Our patrol responsibilities are with U.S. Coast Guard Sector Long Island Sound but we can hear transmission to and from Sectors Southeastern New England, New York, and Delaware Bay. Add to this the legitimate traffic and those who misuse the frequencies for chatter and a tremendous volume of traffic results. On several occasions over the weekend, emergency traffic was “stepped on” by the “noise” and information was lost. Fortunately, the surface operators are not faced with this problem as are the aircraft since the range of a radio in surface to surface transmissions run around four to twenty miles depending upon antennae heights. The limited range limits the extraneous signals.

AEROSPACE CURRENT EVENTS

QF-16 UAV Program in Final Stages

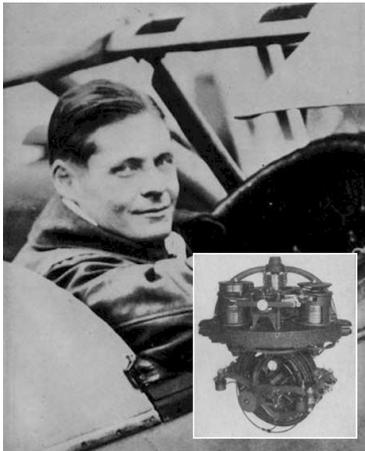
The USAF has announced that it is ready to run final tests in its QF-16 Air Superiority Target Program.

A number of retired F-16C models are being turned into remotely piloted targets for use in aerial combat training. They will replace the QF-4 Phantom II aircraft now being used. The QF-16, operated by ground controllers, better replicated the maneuverability of the fourth generation fighters now used by potential adversaries.

AEROSPACE HISTORY

29 AUG, 1988-Soyuz TM-6 carries Col Abdul Mohmad, the first Afghan in space, and two Soviet crew mates into orbit.

30 AUG, 1923-Lawrence Sperry demonstrates the first gyro stabilizer for aircraft in a US Navy Curtiss C-2 flying boat piloted by Lt Patrick Bellinger.

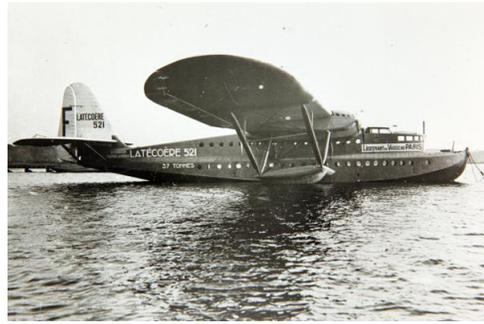


Lawrence Burst Sperry and his gyro stabilizer.

Lt. Bellinger pilots a C-2 over Lake Keuka, NY,



31 AUG, 1938-France initiates a trans-Atlantic survey flight from Horta in the Azores to Port Washington, NY using a Latécoère 521, the *Lieutenant de Vaisseau Paris*



The six engine model 521 at a mooring buoy
(Photo: San Diego Air & Space Museum archive)

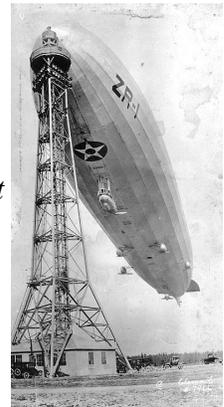
01 SEP, 1924-The U.S. Navy opens a parachute school at Lakehurst, NJ.

02 SEP, 1952-Boeing announces plans to build a commercial jet liner. The Dash-80 prototype of the 707 and the C-135 flies in 1954.



Historic Dash-80 prototype at NASM-UH

03 SEP, 1925-The dirigible U.S.S. Shenandoah, ZR-1, crashes in Ohio. The accident becomes a central issue in Billy Mitchell's charges against the military establishment and lead to his court martial.



U.S.S. Shenandoah moored at the 160 foot tall "High Mast" at Lakehurst, N.J.