



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 EVENT

02 MAY-Scanner Course-Bridgeport
08 MAY-Ledyard Aerospace Festival
09 MAY-TRANEX-HFD/GON
14-15 MAY-NER Aerospace Education School
16 MAY-Commander's Cup Rocket Contest
16-17 MAY-Westover Air Show
15-17 MAY-NER/PAWG Conference-PA
20 MAY-Ct. Legislative Day
26 MAY-Prep Day for floor installation
30-31 MAY-install floor in Cadet trailer

03 JUN-CTWG Op Eval TRANEX
13 JUN-TRANEX-HFD/MMK
14 JUN-Cadet Competition

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IN MEMORIAM COLONEL FREDERICK HERBERT



It is with regret that we report the passing of Colonel Frederick Herbert, 86, a 44 year veteran of CAP, past Connecticut Wing Commander and member of Thames River Composite Squadron.

In 1947, Herbert joined the Maryland National Guard and at the age of 18, took his first flight lesson. In 1981, he joined the Civil Air Patrol's Thames River Squadron and served in a number of offices until 15 years later when he was appointed as Connecticut Wing Commander.

An accomplished aviator, Herbert logged over 4,000 hours and was part owner of a Cessna 177B Cardinal. He also held two speed records recognized by the National Aeronautics Association. In 1997, he set a class speed record between Fishers Island, New York and Portland, Maine.

In 2008, he commemorated the death of a Connecticut CAP Second Lieutenant, Andre E. Maye who was killed on a courier mission in World War II by setting a speed record between Hartford and York, Pennsylvania.

Earlier this year, Herbert requested reassignment to CAP's Northeast Region and the post of historian. A noted aviation historian and safety lecturer, Herbert planned to contribute to CAP's history by producing a manuscript which included

the role of Gill Robb Wilson, a CAP founder in the national World War II emergency. He continued his lectures on aviation until the last month of his life. *The American Aviation Historical Journal* published an article written by Mr. Herbert on “Lindbergh’s USAAS flight training” in 2013. He was also published in *The Aviation Historian* (United Kingdom) in 2014 having submitted an article on “Lucky Lindy & The Unbelievable Truth”.

One of our favorite history lessons was the Ni’ihau Incident. Herbert told of a little known event which occurred just after the Pearl Harbor attack. A Japanese aviator crash landed on sparsely populated Ni’ihau, the westernmost island in the Hawaiian archipelago. The pilot, Shigenori Nishikaichi, was captured but then, aided by two Japanese residents, escaped and attempted to seize control of the island. Loyal Hawaiians fought back and gained control, killing Nishikaichi.

In his early career, Herbert worked for Maryland’s Glenn L. Martin Company as an electronic engineer. He related many interesting stories about projects involving a B-29 and a little known place in Florida, Cape Canaveral.

After moving to Connecticut in 1970, he worked within the State University system, resumed his flying and later joined the Civil Air Patrol. He was a founding member of both the U.S. Department of Homeland Security and the National Air and Space Society. Mr. Herbert held membership in the Experimental Aircraft Association, the Aircraft Owners and Pilot Association, and the Unified Flying Octogenarians.

Colonel Herbert strongly supported the CAP missions. His public lectures were treats for those interested in aerospace education. His contributions as an aviation safety counselor fit into the Emergency Services mission. He even recruited his grandson, Jonathan Scannell, who became Cadet Commander at Thames River

Composite Squadron. Jonathan made his first solo flight at age 16 at CAP flight school. Now a senior member, Scannell graduated from UCONN School of Engineering in 2014.

Men of Colonel Herbert's stature are rare individuals whose greatest contribution may be the standards which they set as role models for the rest of us.

We are diminished.

CADET MEETING MINUTES

05 May, 2015

Submitted by

C/SMSgt Daniel Hollingsworth

C/CMSgt Virginia Poe and C/TSgt Alexander deAndrade led drill.

C/LtCol Brendan Schultz led a group session on the “Psychology of Leadership.”

The last activity focused on team building and squadron development and was led by C/1stLt Keith Trotochaud.

SENIOR MEETING MINUTES

Senior Staff Meeting

05 May, 2015

Lt Col deAndrade noted that the 103rd Airlift Wing at Bradley International Airport is sponsoring a 50th Vietnam War Anniversary Event on 11-12 July. Every Squadron is strongly encouraged to send delegates. No other CTWG activities will be scheduled on this weekend.

A CTWG Training Exercise will be held on Saturday, 09 May. Some Squadron staff will man the Hartford Mission Base. Groton has been designated as a second mission base and will

serve as a command and communications back-up and launch aircrews.

Spring clean-up days are set for 26, 30, and 31 May and 6-7 June. Lt Crandall reported on the acquisition of flooring materials.

A proposal to fly Cadet Orientation Flights on Tuesdays and Saturdays on a regular basis was accepted. Maj Farley will fly the Tuesday flight and Maj Noniewicz will take the Saturday flight.

The Squadron has been chosen to initiate the 2015 season of Long Island Sound Patrols. TRCS is responsible for five patrols on 23-25 May. Lt Dickenson is the point of contact for the Groton hub. Lt Col Doucette is the LISP Coordinator for CTWG.

A separate calendar page will be published in The Coastwatcher. The segment will broadcast the Squadron schedule in two month periods. Details of each event be provided.

Lt Col William Dolan rejoined the Squadron after a long absence. Dolan has been flying executive jets on transcontinental and international flights. His certified flight instructor certificate will be a welcome addition for Squadron activities.

New Promotions, Qualifications, Renewal, and Training

Both Maj Paul Noniewicz and Lt Col Stephen Rocketto have completed Form 5 check rides, FAA biennial renewals, and FAA Wings program phases.

Maj Noniewicz and Lt Col Richard Doucette flew a proficiency mission on 28 May.

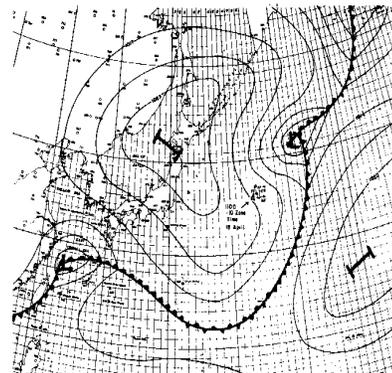
AEROSPACE HISTORY

Some Notes on the Doolittle Mission

Weather

The early launch, unfavorable weather, and the

failure to coordinate radio beacons at Chinese airfields all contributed to the loss of all 16 aircraft.



0100 GCT 18 APRIL 1942

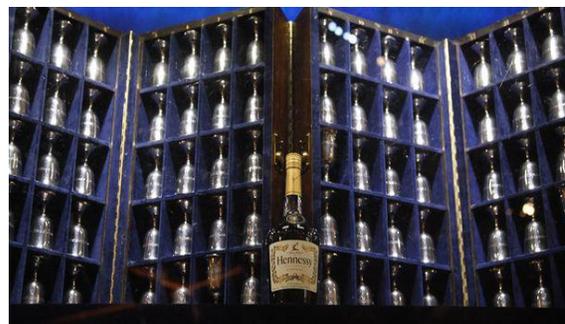
Although this reproduction of the weather is difficult to read, it appears as if a low lies off the coast of China, just east of the anticipated landing sites. This indicates the presence of moist, warm air, some unfavorable winds, and poor visibility.

They Also Serve Who Only Stand and Wait

Although 80 US Army Air Force men flew the actual mission, over a hundred more were on board the Hornet serving as back-up crews and maintenance specialists.

The Goblets

Much has been said about the Doolittle Mission goblets. Eighty silver goblets and a bottle of Hennessy 1896 cognac, the year of Doolittle's birth, are presently ensconced at the National Museum of the U.S. Air Force. The goblets were presented to the Raiders by the City of Tucson, Arizona in 1959. Each year, the Raiders met and toasted their comrades who had gone west.



(Credit: Ty Greenlees, Dayton Daily News)

Each goblet is inscribed with the name of one of the raiders. The name is engraved both normally and inverted. The goblets of Raiders who were killed on the mission or have died since the the 1960 institution of the ceremony have their goblets inverted. The plan was that the last two survivors would broach the bottle and toast their fallen comrades. However, in 2013, the four surviving Raiders decided to have a final reunion and ceremony.

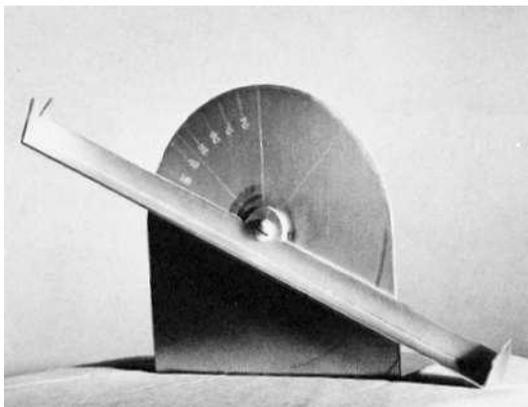
Lt. Col. Richard Cole, age 98, Doolittle's co-pilot opened the bottle and shared its contents with three other survivors, Lt. Col Robert Hite, Col. Edward Saylor, and Staff Sergeant David Thatcher.

Cole made a simple but poignant statement:

“Gentlemen, I propose a toast to the gentlemen we lost on the mission and those who have passed away since. Thank you very much and may they rest in peace.”

Today, only Cole and Thatcher still live but the Raider's audacity, courage, and spirit of sacrifice will provide a model of behavior which transcends mere mortality.

The “Mark Twain” Bombsight



The plan to bomb at low altitude obviated the need for a precision bomb sight. The Norden bomb sights were removed and Captain Charles R. Greening designed a simple aluminum sight costing less than a dollar to produce and the work

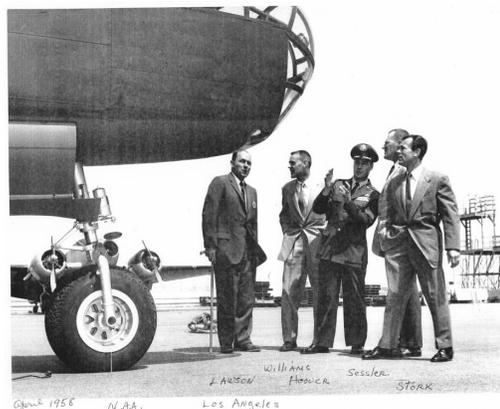
was done by the metal shop at Eglin Field in Florida, the raider training base.

The B-25 on Display at the NMUSAF



The Doolittle display at the National Museum of the U.S. Air Force features a diorama featuring a B-25 and several crew members on the deck of the *U.S.S. Hornet*. Doolittle, identifiable by his stature and the “arrowhead” Wright patch on his flight jacket. The taller man to whom he is talking is probably a naval officer, perhaps Capt. Marc Mitscher, the skipper of the *Hornet*. I would guess Lt. Richard Cole is leaning out from the co-pilot's position and Staff Sergeant Fred Braemer, the bombardier is visible in the nose.

The aircraft is an RB-25D which was reclaimed from storage in Tucson and sent to North American Aviation, the original manufacturer, for conversion to the configuration of the B-25B which was actually flown in the raid.



The picture above is labeled April, 1958 and was probably taken at North American Aviation in Inglewood, California. It was flown to the

NMUSAF that same year. The gentlemen who are pictured are from left to right: Ted Lawson (pilot of plane #7), Adam Williams (engineer-gunner of plane #13), Travis Hoover, (pilot of plane #2), Howard Sessler, (bombardier navigator of plane #15), and J. Royden Stork (co-pilot of plane #10). The plane was first flown to Nellis AFB for the Raider's 16th reunion before delivery to the Air Force Museum.

AEROSPACE CURRENT EVENTS

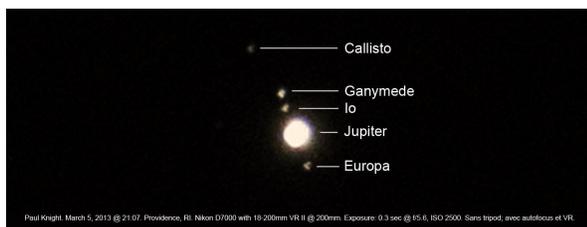
Jupiter on View

Jupiter, the largest planet in the solar system is the bright object now visible in the western night sky.

The mass of Jupiter is two and a half times that of all of the other planets combined. Currently, Jupiter is about 463 million miles away from earth.

A pair of seven power binoculars will reveal some interesting features of the planet. In 1610, Galileo turned a telescope of about this power skywards. One of his discoveries was that Jupiter had four satellites. These were the first objects discovered that neither orbited the earth nor the sun. The satellites, in order of their size, are named Ganymede, Callisto, Io, and Europa and collectively are called the Galilean moons. Ganymede is larger than the planet Mercury.

Readers are encouraged to obtain a pair of binoculars and take a look at Jupiter. Jupiter will appear as a disc and all four moons can be observed as pin-points of light, aligned in a straight line. Io is the closest followed in distance by Europa, Ganymede, and Callisto.



A typical arrangement of the Galilean satellites
(Credit: Paul Knight, Providence R.I.)

The arrangement differs from night to night as the satellites orbit Jupiter. Sometimes all four are visible on one side of the planet. Other patterns are possible. Sometimes, one or more of the satellites are in front of or in back of Jupiter and are not visible at all. The other 63 known moons of Jupiter will not be visible due to their smaller size.

Strategic Triad

The strategic missile force of the United States consists of three weapon delivery systems: land or sea based missiles and aircraft.

The aircraft are operated by the U.S. Air Force and consist of the Boeing B-52H Stratofortress, the North American-Rockwell B-1B Lancer, and the Northrop Grumman B-2 Spirit.

Seventy-six Stratofortresses are in service and based at Barksdale AFB in Louisiana and Minot AFB in North Dakota.



The Venerable Buff

The last H model was built in 1962 which makes the youngest of them just over a half century old.

One of them is flown by Erik Nelson, USAF Academy grad and former Cadet Commander of Thames River Composite Squadron. The aircraft is twice his age!

(USAF Photo)

The B-1, better known as "The Bone," are home based at Dyess AFB in Texas and Ellsworth AFB in South Dakota. There are 66 in service. They have been converted to conventional weapons

carriers. In Operation Iraqi Freedom, the Bone dropped 43% of all the Joint Direct Attack Munitions (JADAMS) but only flew 1% of the sorties launched!



LtCol John deAndrade, Thames River Composite Squadron Commander flew both the B-52 and the B-1 while in the Air Force.
(Credit USAF Staff Sgt. Steve Thurow)

The stealthy B-2 is the third long range bomber in the USAF fleet. Only 21 were built and 20 are in service. They are based at Whiteman AFB in Missouri. The “flying wing” configuration was a major interest of Jack Northrop, the talented founder of Northrop Aviation. However, the design was not practical until the advent of computerized control systems. A crew of only two men man the two billion dollar aircraft which can fly for over 10 hours without refueling and have flown missions which have exceeded 30 hours!



Stealth characteristics depend upon aircraft configuration, coating materials, engine location, and flight paths relative to radar.
(USAF Photo)

The land based component of the strategic force is

the Boeing LGM-30 Minuteman II, a silo launched missile based in Wyoming, North Dakota, and Montana.



An early Minuteman during a lifts off during a test launch.
(USAF Photo)

The U.S. Navy operates the third part of the “nuclear triad,” a small fleet of Ohio Class nuclear submarines which can carry up to 24 Lockheed-Martin Trident II missiles. Fourteen of the eighteen built carry Tridents. The other four carry cruise missiles.



The USS Maine, SSBN-741
(USN Photo)

Tridents are launched while the submarine is submerged.
(USN Photo)

