



Missions for  
America

*Semper vigilans!*  
*Semper volans!*

01-08 AUG-CTWG Encampment  
TBA-NER Cadet Competition  
21-23 AUG-CTWG/USAF Evaluation  
15-23 AUG-NER Glider Academy@KSOF  
26-29 AUG-CAP National Conference

12 SEP-Cadet Ball-USCGA

## The Coastwatcher

Publication of the Thames River Composite Squadron  
Connecticut Wing  
Civil Air Patrol

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### *SCHEDULE OF COMING EVENT*

14-15 MAY-NER Aerospace Education School  
16 MAY-Col Frederick Hebert Memorial Service  
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

11-12 JUL-Vietnam 50th-103<sup>rd</sup> Airlift Wing-BDL  
TBA-CTWG TRANEX-HFD/GON  
25 JUL-CTWG Conference-HFD

### CADET MEETING MINUTES

*12 May, 2015*

*Submitted by*

*C/SMSGT Daniel Hollingsworth*

C/SMSGT Meers led a drill session on columns. who taught them columns C/CMSGT Daniel Hollingsworth and C/CMSGT Michael Hollingsworth both passed their Armstrong drill test.

Lt. Ray taught a Drug Demand Reduction lesson titled "Fit for flying" and discussed the FAA flight physical and the effects of alcohol, drugs, and hypoxia.

Cadet Donovan Davino was promoted to C/Amn.



*LtCol deAndrade and Mrs. Davino pin grade insignia on the newly promoted Airman.*

Lt. Col deAndrade explained the cadet phone tree/chain of command.

### **THREE TRCS CADETS RECEIVE AWARDS AT QUAKER HILL ROD & GUN CLUB**

Cadets Keith Trotochaud and Michael and Daniel Hollingsworth received certificates of accomplishment and awards at the annual QHR&GC Junior Program pot-luck supper. The three Cadets are all classified as Expert Riflemen and also fire as members of the undefeated Montville High School Rifle Team, winners of the 2015 Mohegan-Pequot Conference.



### **SENIOR MEETING MINUTES**

*Senior Staff Meeting  
12 May, 2015*

#### *Commander's Call*

Squadron Commander LtCol John deAndrade introduced SM Al Losacano, a new CAP member and visitor from Florida's Punta Gordo Squadron,

A safety lecture followed. LtCol deAndrade, who flies for Delta Airlines, discussed the air carriage of dangerous good including biological and infective agents.

Important dates were announced: Col Fred Herbert's memorial service, CTWG encampment, CTWG TRANEXs, the USAF SAR evaluation, and the Vietnam Memorial Day ceremonies.

Lt. Col deAndrade explained the senior phone tree/chain of command.

The Connecticut Wing Conference will be an

informal one day meeting at Brainard Field. The cost is \$20. A barbeque will be held and awards will be presented.

The USAF has announced that Cadets who have never attended a summer encampment will be allowed to attend for free.

Details of the Eastern Group meeting agenda were presented.

LtCol Richard Doucette and Captain Edward Miller noted changes in the procedures for the Long Island Sound Patrol. A total of 63 sorties have been planned between the end of May and September.

LtCol Kinch, Personnel Officer, briefed the attendees on the status of award and promotion progress at Wing.

2dLt Frank Crandall updated the Squadron on the upcoming spring maintenance and clean-up. The dumpster will arrive on 29 May and floor installation will be done on the 30<sup>th</sup> and 31<sup>st</sup>. The 6<sup>th</sup> of June will be the concluding day of spring clean-up.

Maj Roy Bourque answered questions about the Ground Team training and about van documentation.

1stLt David Meers informed the group about the progress made on the new "Power-Point" information and recruiting program. The program has been completed and now only needs some reduction in size and the addition of commentary.

LtCol Rocketto praised Major Bourque and Lt Meers for their outstanding work at the Ledyard Aerospace Festival last week.

Maj Willi Lintelmann, Finance Officer, offered a favorable report on the state of Squadron finances.

C/CMSgt Virginia Poe represented the Cadets at the meeting and will report back to them on pertinent issues.

## **LEDYARD AEROSPACE FESTIVAL**

08 May, 2015

Maj Roy Bourque and 1<sup>st</sup> Lt David Meers sent up a TRCS exhibit at the Ledyard Aerospace Festival, an annual educational evening for 2-5 graders directed by Mr. Stuart Sharack.



*Maj Bourque explains the construction of the Saturn rocket to four pupils and a parent.*

*(Photo by 1<sup>st</sup> Lt David Meers)*

The duo educated and entertained the youngsters with a series of aerospace demonstrations. Information and recruiting hand-outs were distributed to the parents.



*Lt Meers controls the power as a young man rides the TRCS Hoverchair.*

*(Photo by Maj Roy Bourque)*

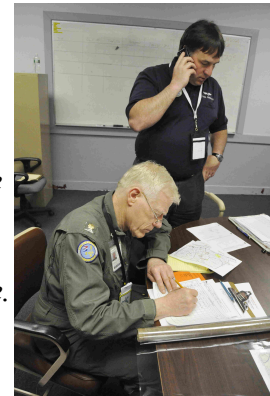
## **CTWG TRAINING EXERCISE**

09 May, 2015

Six members of TRCS participated in the CTWG TRANEX. In Hartford, Majs Paul Noniewicz and Keith Neilson re-qualified as incident command staff members, Air Operations Branch Director and Operations Section Chief respectively. LtCol

Rocketto worked on the requirements to qualify as a Public Information Officer.

Officers and Cadets were offered individual training in the specialities for which they were striking.



*Maj Nielson fills out one of the numerous forms required by the Air Force while Maj Noniewicz handles a communications issue.*

Back in Groton, an aircrew consisting of Maj Scott Farley, LtCol Richard Doucette, and Capt Edward Miller mustered but did not fly due to an 800 foot ceiling. Consequently, they adjourned to Squadron HQ and practiced radio procedures, photo-tagging, and filling out forms using the new WIMRS computer program.

## **EASTERN GROUP MEETING**

06 May, 2015

LtCols deAndrade and Rocketto attended the first Eastern Group meeting at the Masonic Lodge in Windham.

Group Commander Conrad Rustek explained the “state of the group” in respect to activities, finances, goals for the future.



*CTWG Commander Col Kenneth Chapman and CTWG Vice Commander, LtCol Daren Cioffi offered information about wing-wide planning.*



## AEROSPACE HISTORY

### *Peterson Air Force Base*

A week ago, LtCol Rocketto escorted one of his Montville School Riflemen to the Olympic Training Center to compete in the Junior Olympic Rifle Championships. Located in Colorado Springs, the local area is a hot-bed of military bases and commands.

The US Air Force Academy is just north of the city. Both Squadron Commander LtCol deAndrade and former Cadet Commander, Erik Nelson are both graduates of this institution.

Schreiver AFB is a few miles southeast and is the home of the 50<sup>th</sup> Space Wing, AF Space Command which exercises command and control of 170 warning, navigational, and communications satellites.

Cheyenne Air Force Station is the center for the US Space Command and North American Air Defense Command (NORAD). It is carved into a nuclear proof cavern in the face of the Rocky Mountains

One of the two most popular Army bases in the United States is Fort Carson and it is the home of the 4<sup>th</sup> Infantry Division and the 10<sup>th</sup> Special Forces Group.

The grounds and some of the buildings of the Olympic Training Center itself is the former Ent AFB.

But adjacent to the Colorado Springs Municipal Airport lies Peterson AFB, US Northern Command Headquarters and for LtCol Rocketto, the the Peterson Air & Space Museum. The Museum is to the Coastwatcher Editor as honey is to bears.

The base is named after 1<sup>st</sup> Lt. Edward J. Peterson, Jr., a Colorado native who was killed when his P-38 crashed during a test flight. During World War II, it was a major training center for photo-reconnaissance pilots who flew

“unarmed and unafraid” to gather intelligence photos for army operations.



*The F-4 and F-5 were the photo-recce versions of the Lightning and were flown by such luminaries as the French author, Antoine de Saint-Exupéry, the eccentric RAF aviator, Adrian Warburton, and the dean of photo-reconnaissance, Col. Karl Polifka, USAF. The aircraft in the photograph is an F-5B at the Pima Air Museum in Tucson.*

After the war, Peterson became a part of the Air Defense Command (ADC) and formed part of NORAD's main bases and operated most of the Cold War's jet powered interceptors. In 1980, the ADC was split into the Tactical Air Command and the Strategic Air Command but maintained its position as an important constituent of the continental air defense system.

The Peterson Air and Space Museum offers over a dozen aircraft and anti-aircraft missiles on display.

The old Colorado Springs Terminal a classic Works Progress Administration structure, houses a very good collection of artifacts and the pride of the collection, a Republic P-47N Thunderbolt.



*The building features geometric decorations and two eagles flanking the door.*



*The Thunderbolt achieved fame as a World War II close support and interdiction aircraft. This aircraft, with nose art portraying a rabbit and the name "Wild Hare," was formerly with the Puerto Rico Air National Guard.*

Of particular interest was the collection of air defense aircraft operated by ADC and the Canadian Armed Forces.



*The only Canadian fighter to see large scale production was Avro's CF-100 Canuck. This is the Mk. 5C model.*



*North American designed the F-86L Sabre Dog. The aircraft had no guns but carried 24 2.75 Mighty Mouse folding fin aerial rockets (FFAR) in the ventral tray.*



*The Lockheed F-94 Starfire, an off-shoot of the P-80 Shooting Star, our first operational jet fighter, was also devoid of guns, the aircraft could carry up to 48 2.75 in FFAR in a circular arrangement around the radar in the nose and in wing pods.*



*Northrop's F-89J Scorpion was the first USAF day-night all-weather interceptor. The aircraft could carry up to 104 of the Mighty Mouse rockets but it gained notoriety as the only aircraft to launch a nuclear armed NB-1 Genie anti-aircraft missile in a 1957 test in Nevada.*



*the McDonnell F-101 Voodoo, originally built as a penetration fighter to escort bombers were converted to many roles including interceptor. The aircraft on display is a CF-101B, formerly a USAF F101B*

The acquisition of Voodoos by the Canadian government is an interesting story of international politics and national fiscal policy. Starting in 1952, Avro of Canada started work on an advanced interceptor, the CF-105 Arrow. The plane has lots of promise and was roughly the equivalent of the advanced U.S. models, even better in some aspects.

In 1957, a new Progressive-Conservative government under John Diefenbaker took office. Canada agreed to join in a partnership with the United States for continental air defense. The Distant Early Warning Line (DEW Line), the Mid Canada Line and the Pine Tree Line, three radar nets were constructed, mostly across Canada and Alaska.

The U.S. air defense system was integrated into one package by the Semi-Automatic Ground Environment (SAGE) computer run by sets of IBM AN/FSQ-7 computers located at around two dozen sites scattered around the United States. For those of you who care, each pair of computer weighed 250 tons, performed about 75,000 instructions per second and consumed three megawatts of power! The system controlled the launch of IM-99 BOMARC nuclear tipped anti-aircraft missiles and directed the ADC fighters to their targets. SAGE became operational in the late '50s and was operational for about 20 years.

Canada was offered the opportunity to join the



*Peterson's BOMARC on display. BOMARC is an acronym which stands for Boeing-Michigan Aerospace Research Center, the developers of the missile.*

United States and use the SAGE system. Therein lies the rub. Canada decided it could not afford both the CF-105 and the nuclear BOMARC system. The Canadian government cancelled the CF-105 overnight, putting 30,000 people out of work.

Canada's only interceptor was the obsolescent Canuck. To replace the Canuck, Canada purchased a fleet of used F-101s from the United States and re-designated them as CF-101s. The aircraft had previously been rejected by Canada in favor of the superior CF-105!

The controversy over the arming of missiles and interceptor aircraft and claims of American interference in Canadian politics led to the collapse of Diefenbaker government in 1963. The Voodoos were eventually replaced by the McDonnell-Douglas CF-18 Hornet.



*A CAP Cadet walks past a CF-18B, Canada's current interceptor.*

The last of the cold war interceptors on display is a Convair F-106 Delta Dart. The F-106 was the last of the dedicated interceptors produced by the U.S. Cold War defense program. For a time, the Canadians considered purchasing it. The aircraft was equipped with a Hughes MA-1 Integrated Fire Control System which was data-linked to SAGE. When it was working, the MA-1 allowed ground controllers to steer the aircraft to intercept the target.





*Two interesting facts about the F-106. While in the Guard, George W. Bush flew the 106. And in February of 1970, Lt Gary Foust ejected from his 106 which was in a flat spin. The aircraft recovered and belly landed in a snowy Montana cornfield.. The aircraft, now known as the Cornfield Bomber, was recovered, repaired, and returned to service.*

Another “gunless” fighter, the Delta Dart could carry variations of the Falcon air-to-air missile of the nuclear armed Genie.

The business of locating enemy aircraft and putting an interceptor in a position to shoot it down is not trivial. The mission is “early warning” and one of the aircraft at Peterson is equipped to carry out this mission, a Lockheed EC-121 Warning Star.



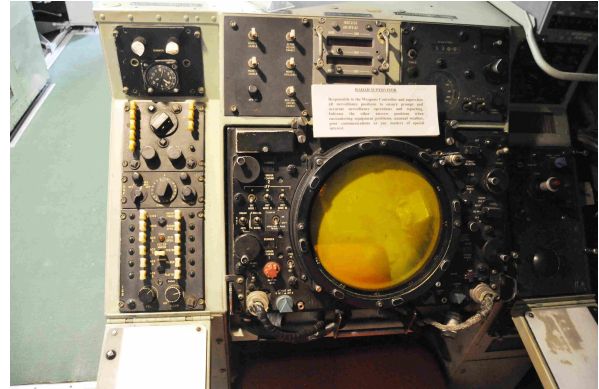
*This is an EC-121T. Note the Nike Hercules surface-to-air missile in the left background.*

Like most Lockheed aircraft, it takes its name from the astronomical lexicon. The aircraft is a derivation of the Lockheed Constellation, a graceful piston powered passenger aircraft.

The model on display at Peterson is the EC-121T

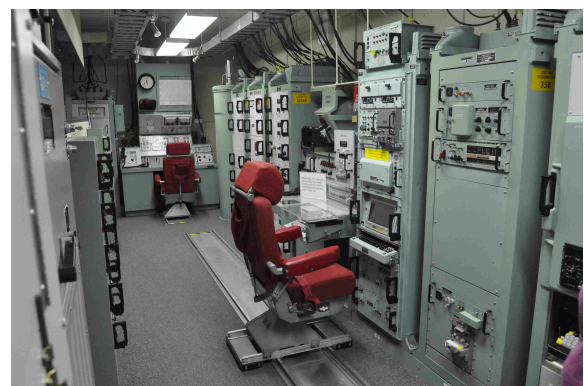
and is open for inspection. Most of the original

radars are still in place. Two radars are used, a ventral unit which locates aircraft according to their position and a dorsal unit which determines the aircraft's height. During the Cold War, the plane was an extension of the DEW line and its data was transmitted to the SAGE system. A crew of up to 22 men flew missions which sometimes exceeded 12 hours.



*The inside of the Warning Star is lined with radar and radio operator displays and equipment to analyze and maintain the electronics in flight.*

A wide range of artifacts are on display in the building. A goodly part of the exhibit is dedicated to the USAF land based ballistic missile systems. One of the Peacemaker Training Modules is open for visits.



*Working Space for Missile Launch Officers*

Knowledgeable museum doyens are more than eager to answer questions and guide visitors. One of them even gave me a lift back to the main gate so I could meet my ride back to the hotel. They exemplify the volunteer spirit.

