



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/SMSGt Michael Hollingsworth, Cadet Reporter  
Lt David Meers & Maj Roy Bourque, Papparazis  
Hap Rocketto, Feature Editor

Vol. IX Issue 9.23

02 Jun, 2015

### *SCHEDULE OF COMING EVENT*

09 JUN-TRCS Meeting-Commander's Call  
13 JUN-CTWG-SAR EVAL Prep-LISP  
14 JUN-Cadet Competition-LISP  
16 JUN-TRCS Meeting-Cadet Promotions  
23 JUN-TRCS Meeting-PT-DDR-Aerospace  
25 JUN-Orientation Flights  
30 JUN-Mitchell Ceremony-TRCS Picnic

### NEW CALENDAR

**A new format for a TRCS squadron calendar will be found on the last page of this edition. Cadets and Officers are requested to suggest improvements. *The Coastwatcher* will carry articles for those events which require more details explanations.**

### CADET MEETING MINUTES

02 June, 2015

Submitted by

C/SMSGt Daniel Hollingsworth

Cadets moved furniture and equipment and prepared the back room floor for tiling.

### SENIOR MEETING MINUTES

Senior Staff Meeting

02 June, 2015

The meeting was a teleconference. Four subjects were discussed.

The new calendar format was distributed and suggestions for changes and improvements entertained. The "beta test" copy is published in this issue of *The Coastwatcher*.

The new phone tree for emergency contacting of squadron members has been tested, modified, and accepted. Copies will be distributed to all squadron members.

Maj Paul Noniewicz and DCC Lt Emily Poe will take charge of a new schedule for orientation flights. Noniewicz and Maj Scott Farley will fly each Thursday afternoon, weather permitting.

Commander's Call will be held at the next meeting.

### CTWG ENCAMPMENT TRAINING

The Wing held an encampment training session for staff on Saturday, 30 May. The meeting was chaired by Encampment Commander, Lt Col Stephen Valastros.

TRCS Cadets Virginia Poe and Brendan Schultz attended along with Lt Col Stephen Rocketto.

June 2015						
SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9 CDR CALL	10	11	12	13
14 LISP Cadet	15	16	17	18 O/F	19	20 Tranex LISP
21	22	23	24	25 O/F	26	27
28	29	30 Picnic				

2 Senior: Planning	Cadet: Planning
9 Senior CDR Call	Cadet: Organize trailers
13 LISP 13 Tranex HFD 14 LISP	14 Cadet Competition
16 Senior	Cadet: Character Dev, Leadership, Promotions
18 O-Flight	
23 Senior	Cadet Fitness, Safety, DDR, Aerospace
25 O-Flight	
30 Squadron Picnic	

Volunteer Service

July 2015						
SUN	MON	TUE	WED	THU	FRI	SAT
			1	2 O/F	3	4
5	6	7	8	9 O/F	10	11
12	13	14 CDR CALL	15	16 O/F	17	18 LISP
19 Viet LISP	20	21	22	23 O/F	24	25 SAR prep
26	27	28	29	30 O/F	31	

2 O-Flight	
7 Senior: Planning	Cadet: Planning
9 O-Flight 11-12 VietNam 50th BDL 11 LISP 12 LISP	
14 Senior CDR Call	Cadet: Carcter Dev, Leadership
16 O-Flight 18 SAR Eval Prep	
21 Senior	Cadet: Fitness
23 O-Flight 25 CT Wing Conference Fly-In	
28 Senior	Cadet: Aerospace, Rocketry
30 O-Flight	

Excellence

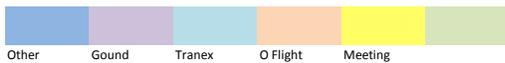
August 2015						
SUN	MON	TUE	WED	THU	FRI	SAT
						1 LISP
2 LISP	3	4	5	6 O/F	7	8 O/F SAR Prep
9	10	11 CDR CALL	12	13 O/F	14	15 GT
16	17	18	19	20 O/F	21 Eval	22 LISP
23 Eval LISP	24	25	26 Nat'l	27 O/F Nat'l	28 Nat'l	29 Nat'l
30	31					

1 - 8 CT Wing ENCAMPMENT 1 LISP 2 LISP	
4 Senior: Planning	Cadet: No meeting
6 O-Flight 8 SAR Eval Prep 8 O-flight	
11 Senior CDR CALL	Cadet: Character Dev, Encampment Report, NCSA
13 O-Flight	
18 Senior	Cadet Fitness, Safety, DDR
20 O-Flight 21-23 CT Wing USAF Evaluation 22 LISP 23 LISP	
25 Senior	Cadet Aerospace, Rocketry
26 - 29 CAP Nat'l Conference 27 O-Flight	

Respect

September 2015						
SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3 O/F	4	5
6	7	8 CDR CALL	9	10 O/F	11	12 LISP
13 LISP	14	15	16	17 O/F	18	19
20	21	22	23	24 O/F	25	26
27	28	29	30			

1 Senior: Planning	Cadet: Planning
8 Senior CDR Call	Cadet: Character Dev
12 LISP 13 LISP	
15 Senior	Cadet: Fitness
22 Senior	Cadet Rocketry
29 Senior	Cadet



This schedule is not a replacement for good communications.

## CTWG FLY-IN AND CONFERENCE

Join the Connecticut Wing Commander, Colonel Ken Chapman, for a fun filled day of food, awards and comradery at the First Annual Connecticut Wing Fly-In and Conference. Families and guests are welcome. The uniform for the day is: BDU's, Flight Suit, Blue Polo or equivalent

Accommodations for up to 25 aircraft have been arranged. Aircraft reservations are “first-come, first served”. The primary date is Saturday, July 25 with a backup weather date of Sunday, July 26. If both dates are not suitable for VFR flights, the best weather date will be chosen. We have access to indoor facilities if needed so the conference will occur that weekend regardless. Updates on the weather decision can be found on the face-book page facebook.com/CTWGCAP or the wing website at [www.ctwg.cap.gov](http://www.ctwg.cap.gov)

### **Highlights:**

Lunch included -- catered by Wings  
Cadet Activities  
“Of the Year” Award Presentations  
CAC, Encampment, Communications and Pilots meetings

The “early bird” registration ends on 20 June. The early bird price is \$23 which includes lunch. CTWG will pay the fee for CTWG aircraft

## AEROSPACE CURRENT EVENTS

### *Marines Harvesting Aircraft Parts*

The Japanese have sold two used Sikorsky MH-53E Sea Dragon helicopters to the United States so that the U.S. Marine Corps can use the parts to maintain their active fleet of CH-53E Sea Stallions. The aircraft are a key component of Marine heavy lift capabilities and the Corps would like to keep them operating for another decade.



*Above: Japanese MH-53E  
(Credit: www.militaryimages.net)*

*Below: USMC CH-53E  
departing Groton*



“Parting-out” aircraft is a common practice. The various “boneyards” are used to store many obsolescent or excess aircraft so that their parts may be harvested to keep the active fleet flying.

Four years ago, the British Ministry of Defence sold their 72 remaining GR.9 Harriers to the USMC for \$180 million. The deal included engines, spare parts, and related equipment. At present, 59 of them reside in the inventory of the 309<sup>th</sup> Aerospace Maintenance and Regeneration Group (AMARG) in Tucson. The Marines hope that the parts will keep the own AV-8Bs flying until 2030.



*A file of GR.9 fuselages sit in the Arizona  
sun (Credit: 309<sup>th</sup> AMARG)*



*USMC AV-8B, a beneficiary of the GR.9 acquisition, demonstrates a vertical take-off and hover at Quonset State Airport*

## **AEROSPACE HISTORY**

### **AIR CARGO Part II**

*A Photo Essay  
by  
Stephen Rocketto*

Last week, The Coastwatcher did a survey of cargo aircraft which from the first flight in a Wright aircraft and ended with coverage of piston powered propellor aircraft. The following essay will cover turbine powered aircraft, “giant aircraft,” and end with a survey of some local operators.

The Golden Age of the piston powered “prop-liner” ended with the introduction of turbojet and turboprop aircraft. Although the deHavilland Comet led the way, an unfortunate series of accidents due to metal fatigue and its limited range and carrying capacity opened the door to Boeing's 707.

The retirement of most of the piston engine planes saw many of them relegated to service as non-scheduled airliners and freighters. But the future resembles the past and as turbines became obsolescent for passenger service, they were also converted to dedicated cargo carriers.

At first, the larger payloads of passenger aircraft allowed them to carry a modicum of freight as cargo but companies specializing in cargo transport entered the game and has developed as a considerable industry in itself. Now let us take a look at some of these aircraft.

### ***Turbine Powered Aircraft***



The Douglas DC-8, the 707's chief competitor, was an early cargo conversion and appeared as the specialized “Jet Trader.” Note the open large cargo door on the port side forward. These doors are a hallmark of many of the freighter conversions.

Flying Tigers was the first scheduled cargo airline in the United States. A coterie of former members of the American Volunteer Group started the airline using the unusual stainless steel Budd C-93 Conestoga. When FedEx bought them out in 1988, they were flying Boeing 747s, 727s, and DC-8s.



From little acorns, might oak trees grow. The first FedEx jet was a Dassault Falcon 20 now enshrined in the National Air and Space Museum

Annex at Dulles. The Falcon 20 was also the first

of Dassault's successful line of business aircraft.



Almost 2,000 Boeing 727s were produced as short range and medium range airliners. For a time, the core of the FedEx fleet was the 727. This particular aircraft is at Green Airport in Rhode Island. Note the specialized cargo containers in the foreground, shaped to fit into an aircraft's fuselage. The nose off a FedEx Cessna 208 can be in back of the 727. A Civil Air Patrol Cessna is visible near the green-faced hangar.



FedEx replaced its 727s with the Boeing 757 seen above. Note the specialized cargo loading equipment.. United Parcel Service (UPS) started shipping parcels by air in 1929 on commercial airliners. UPS started acquiring its own fleet in the mid 1970s utilizing retired airliners. UPS and FedEx are roughly the same in size and are the

largest courier services in the world.



Boeing 767s are also popular freighters. DHL is owned by Deutsche Post and operate 120 aircraft of different types in the many countries which they operate. The 757 and 767 have similar flight decks so a rating in one can be used in the other.

The '57 is a one aisle passenger configuration and the '67 has two aisles. In cargo configuration, the 767 has a payload which is 60% greater.



Boeing's venerable 747 is finding new life in the cargo industry. The newest version is the 747-8 Freighter and Boeing has high hopes for its adoption.

EVA Air operates out of Taiwan and is a subsidiary of Evergreen Marine Corporation. The parent company operates over 150 container ships and is not related to the former Evergreen International Airlines.



The Airbus 300 series is a popular freighter. The A300 shown above is comparable to the Boeing 767 and the DC-10.

Douglas DC-10s found new life in the freight business and FedEx has the largest fleet of these aircraft. They once were found all over the world but their population is thinning out as more economical twin engine replacements are found. Aside from FedEx, cargo carriers in Bolivia, Venezuela, and Canada still have them registered.



Turboprops also appeared as workhorses of the air freight industry. Great Britain's Armstrong Whitworth firm produced the AW.650 Argosy. The Argosy is a twin boom four engined aircraft which can be loaded through clam shell doors in the aft end of the fuselage.



The first U.S. airline to employ the Argosy was Riddle which used them to provide logistics support to the USAF.

McDonnell bought Douglas and the McDonnell-Douglas MD-11F was born. The aircraft is available as a pure freighter or as a "combi," easily convertible between passenger and freight configuration. FedEx, UPS, and Lufthansa Cargo operate about 70% of all the MD-11 freighter in service.



Canadair improved its licensed built Bristol Britannia airliner with a swing tail for loading of bulk cargoes. This particular aircraft, Transporte Aéreo Rioplatense, LV-JTN was involved in a mysterious mid-air crash near the Azerbaijan-Turkish border area while returning from delivering Israeli arms to Iran which was fighting Iraq. Recall the Iran-Contra affair! Allegedly, a Soviet SU-25 interceptor rammed the aircraft.



(Photo Credit: Ruth AS)

The civilian variant of the Lockheed C-130 Hercules and over 100 have emerged from the Marietta, Georgia plant. For about five years, Delta used the aircraft in on scheduled freight runs. Lockheed has been considering an upgraded version and market research indicates that 75 of the upgraded “Herky” can be sold on the civilian market.

the extreme conditions of high, hot, and unimproved runways.



FedEx feeder operations use 250 Cessna 208 Caravans to move cargo from smaller airports to about 20 hubs. The 208B Super Caravan shown above sports a ventral cargo pod.



(Credit: Arcturus)

The ATR-42 and 72 are found in freight service. This -42 carrying Irish registration is flown by Air Contractors, a major FedEx feeder in Europe.



The piston powered deHavilland of Canada's DH-3 Otter is often upgraded with a turbine. The original Pratt & Whitney 600 HP radial is replaced with a P&W (Canada) PT-6 generating 750 HP. A favorite bush plane, the versatile Otter can carry passengers but is often employed hauling supplies to remote villages and worksites..



Credit: UA 320 Collection)

The Antonov AN-32, NATO code name Cline, is a tough cargo hauler with good performance in

Next week, Part III will take a look at some specialized giant cargo aircraft, some cargo planes that “might have been,” and some planes flown by local operators in Hartford, Groton, and Quonset Point.