



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

15 AUG-CTWG Table-Top SAREX
18 AUG-TRCS Meeting
19 AUG-National Aviation Day-GON
21-23 AUG-CTWG/USAF Evaluation
25 AUG-TRCS Meeting
26-29 AUG-CAP National Conference

12 SEP-CAP Rifle Safety and Training (tentative)
19 SEPT-CAP Commander's Cup Rocket Event

10 OCT-Groton Fall Festival
17 OCT-Commander's Cup Rocket Contest

07 NOV-Cadet Ball-USCGA

The Editor will participate in the NER Glider Flight Academy next week. The Coastwatcher will not be published.

CADET MEETING MINUTES

11 August, 2015

C/SrA Brouillard led a DDR lesson about cannabis and its effects.

C/2dLt. Poe talked about her experiences at National Cadet Summer Activity and CTWG Encampment staff.

C/CMSgt Michael Hollingsworth delivered the speech required for the Armstrong Achievement.

A discussion followed about future cadet squadron activities

Mr. Eric Fritch, a West Point graduate and Afghanistan and Iraq veteran, now studying law spoke about the qualities of leadership and the relationship among men in combat units. He also remarked on his West Point experiences and emphasized planning both long and short term objectives when considering an application to a military academy.



Guest speaker Fritch emphasized one point in his message to the Cadets.

Awards and promotions are reported in a separate section.

SENIOR MEETING MINUTES

11 August, 2015

Commander's Call

Lt Col deAndrade reported the highlights of the squadron commander's meeting held at the Wing Conference.

Volunteer Service

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? SAREX
16	17	18	19 Aviation Day	20 O/F	21 Eval	22 Eval 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 O-flight
- 11 Senior CDR CALL Cadet: Char Dev, Encampment Rpt
- 13 O-Flight
- 15 Ground Team
- 18 Senior ES Training Cadet: Drill, Char Dev, Safety, Leadership
- 19 National Aviation Day
- 20 O-Flight
- 21-23 CT Wing USAF Evaluation
- 22 LISP
- 23 LISP
- 25 Senior Cadet: Fitness Test, Rocket
- 26 - 29 CAP Nat'l Conference
- 27 O-Flight

September 2015						
SUN	MON	TUE	WED	THU	FRI	SAT
		1 Open House	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 Rocket
20	21	22	23	24 O/F	25	26
27	28	29	30			

- 1 Senior: Planning Cadet: Planning Open House
- 3 O-Flight
- 8 Senior CDR Call Cadet: Drill, AeroSpace, Character Dev
- 10 O-Flight
- 12 LISP
- 13 LISP
- 15 Senior ES Training Cadet: Fitness, Rocketry
- 17 O-Flight
- 22 Senior Cadet: Drill, DDR, Special Speaker, Rocketry
- 24 O-Flight
- 29 Senior Cadet: Rocketry

Excellence

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

- 1 O-Flight
- 6 Senior: Planning Cadet: Admin, Testing, Leadership training
- 8 O-Flight
- 10 Groton Festival
- 13 Senior: CDR Call Cadet: Drill, Character, safety, presentations
- 15 O-Flight
- 17 Commander's Cup Rocketry Contest
- 20 Senior: Cadet: Drill, fitness, AE
- 22 O-Flight
- 27 Senior: Cadet: fun night

Respect

November 2015						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5 O/F	6	7 Cadet Ball
8	9	10 CC CALL	11	12 O/F	13	14
15	16	17	18	19 O/F	20	21
22	23	24 No Meeting	25	26 Thnkgvng	27	28
29	30					

- 3 Senior: Planning Cadet: Drill test, admin, test, Leadership
- 10 CC Call Cadet: Fitness, Character Dev, AE presentations
- 17 Senior: Cadet: Makeup, fun night, drill
- 24 No Meeting

Integrity

Other Ground Tranex O-Flight Meeting Wing National

This schedule is not a replacement for good communications.

Majs Lintelmann and Farley have volunteered to reduce the weed growth around the buildings.

Lt Col Kinch reported that planning the Squadron contribution to the National Aviation Day Airport Walking Tour is complete. Thames River will have two tables with CAP displays in the terminal. Two senior and two cadets will man the "booth," answer questions, and seek to recruit new members. An L-Per (radio direction finder) will be demonstrated and, if available, one of our aircraft will be open for inspection on the ramp.

Maj Lintelmann is charged with obtaining a new printer. He also met with the Finance Committee for budgetary planning. An inspection of income and spending during the last fiscal year indicates that our financial status is healthy.

Lt Col Rocketto reported on the highlights of the recent CTWG encampment.

Maj Noniewicz discussed the availability of Wing aircraft due to mission responsibilities and maintenance issues.

AWARDS AND PROMOTIONS

Cadet Brouillard was promoted to C/SrA.

Lt Col deAndrade and Mrs. Brouillard affix Cadet Brouillard's new insignia.



C/2d Lt Virginia Poe was awarded the Air Force Sergeant's Association Certificate of Recognition and a medal as CTWG NCO of the Year.



C/2d Lt Poe poses with Squadron leadership.

2dLt Ray was presented with the Quality Unit Streamer for attachment to the Squadron's flag staff.

Deputy Commander of Cadets Ray exhibits new streamer.



2d Lt Drost received his certification as a Character Development Instructor.

Drost accepts his credentials from the Squadron Commander.



Lt Cols Kinch, deAndrade, and Doucette, Majs Noniewicz and Farley, and Capt Miller were presented with Homeland Security Ribbons for accomplishing 10 missions.

Kinch and Farley also received ribbons for their counter drug flights.



*Kinch, Farley and Miller receiving their ribbons.
(All award photo credit: Maj Roy Bourque)*

The Squadron bid farewell to recently retired Lt Col Wisehart who will soon depart for South Carolina, C/2d Lt Ray heading for college and welcomed two new members, Mr. Bruce Cunard and Mr. Scott Thompson.



LtCol deAndrade congratulates C/2dLt Ray on achievements in CAP and wishes him well as he enters a new phase of his li

**ONCE UPON A MIDNIGHT DREARY,
FINGERS FAT AND EYES ARE BLEARY!**

Alas, the staff typist had a long day and made some typographical mistakes. The staff proofreader had an even longer day and failed to pick up the mistakes. The Feature Editor chastised the Editor for these grievous missteps and, he in turn, sent the typist to bed without supper and the proofreader to be keel-hauled.

The aircraft referred to in last's week's correction is the Convair F-102, not the Conrail F-102. The Acela is fast but not that fast. The Acela maxs out at Mach 0.2. The F-102 can reach Mach 1.2.

The last issue of *The Coastwatcher* also carried an article on the FAA ACE Academy. One of the events was an aerosciences and engineering presentation using a real airplane, A TBM 900.

Stuart Sharack received the CAP Aerospace Educator of the Year Award in 2009.

The gentlemen briefing the Cadets is Ken Dono, not Dino. Dino refers to Martin, an entertainer who ran with Sinatra's Rat Pack or the Snorkasaurus, the household pet of the Flintstones. Professor Wikipedia also says that the name can belong to 41 other celebrities from the arts, entertainment, and sports.

Anyway, to assist readers in discriminating Dinos from Donos and in the spirit of USAF aircraft recognition manuals, the following ID images are presented.



Snorkasaurus to left and



Mr. Dono, on far left, explaining the "workings" of the elevator.

2015 CTWG ENCAMPMENT

Five TRCS members participated in the encampment at Camp Niantic. C/Amn Donovan Davino was a cadet student in Foxtrot Flight. C/2dLt Virginia Poe was a member of the training team, LtCol John deAndrade was a guest speaker, and LtCol Stephen Rocketto provided support to the Aerospace Education program and the Public Affairs staff.



deAndrade spoke about the first two months of Cadet life at the USAF Academy, spoke about leadership, and directed a "hands-on" exercise.

LtCol James Ridley announced that C/LtCol Brendan Schultz who held the post of Encampment Executive Officer has passed the last stages of the General Carl A. Spaatz award and will soon don the three diamonds of a Cadet Colonel.



LtCol James Ridley announced that C/LtCol Brendan Schultz who held the post of Encampment Executive Officer has passed the last stages of the General Carl A. Spaatz award and will soon don the three diamonds of a

Cadet Colonel.

AEROSPACE HISTORY QUIZ

Test your memory or research skills by identifying each of the follow aircraft whose nickname and a clue, are supplied. Answers are found at the end of this edition.

1. "Secret Navy Bomber" or "Slow Navy Bomber"-Look at the initial letters of each word.
2. "Buff"-former Cadet Nelson flies one and Squadron Commander deAndrade flew them once. One version of the final "F" is not fit for a family magazine.
3. "Gutless Cutlass" or Ensign Eliminator"- Obviously a Navy plane
4. "Mad Dog"-A series of passenger planes from a California/Missouri firm. This is another aircraft which Delta Airlines pays deAndrade to fly.
5. "Gooney Bird"-Eisenhower is said to have claimed that this aircraft, along with the M1 Garand rifle and the ¼ truck (Jeep) were the three most important U.S. weapons of WW II.
6. "Hun"-Senior Member Jim Skiff flew this aircraft in Vietnam and Lt Col Tony Cihocki flew one in the CT ANG. It was the first of the "Century Series."
7. "Thud"-One story about the derivation of the nickname says that this aircraft nickname was inspired by the character of "Chief Thunderthud" on the Howdy Doody show, perhaps an indication of the intellectual interests exhibited by fighter pilots. She was extraordinarily fast at low altitudes but around 47% of those built were lost in Vietnam.
8. "Hoover"-The sound generated by its General Electric T-34 engines reminded listeners of the sound made by a well-known brand of vacuum cleaners. A carrier borne anti-submarine plane, its official name harkens back to those who sailed the longships in raids on the British Isles and Europe.

9. "Bone"-Flown by Lt Col deAndrade during his Air Force days, she still flies as part of the bomber triad.

10. "Habu"-The name refers to several species of poisonous snakes, one variety of which can be found on Okinawa, one of the bases for this aircraft which is named for a member of the species *turdus*.

AEROSPACE CURRENT EVENTS

Third Class Medical Reform

The Aircraft Owners and Pilots Association is urging their membership to contact their Congressmen and ask them to co-sponsor the Pilot's Bill of Rights 2 introduced by Republican Senator James Inhofe from Oklahoma. At present, 57 members of the Senate have signed on. Neither Connecticut Senator has, as of yet, supported the bill. Democratic Representative Elizabeth Esty (CT-5) is the sole House of Representatives sponsor from the Nutmeg State.

The key provision of the bill is third class medical reform which would expand the third class medical exemption for pilots. Section Two of the bill would expand the Federal Aviation Administration's (FAA) 3rd class medical exemption for light sport aircraft to cover most small general aviation (GA) aircraft. It would also prohibit enforcement of violations if FAA has not complied with these provisions within 180 days of enactment.

Essentially, the third class medical examination would no longer be a requirement for a wide range of small aircraft operations. A valid driver's license would serve instead. Similar rulings are already in effect for light sport aircraft and gliders. Pilots with known physical deficiencies would ground themselves for minor issues and consult with an Aviation Medical Examiner for more serious or chronic conditions.

Drone Legislation

A spate of incidents in which privately owned drones have operated in close proximity to aircraft or have flown over public gatherings, private property, or emergency operations aerial fire-fighting have led to the introduction of the Consumer Drone Safety Act introduced in the Senate by Democrats Diane Feinstein and Charles Schumer. The legislation is designed to close the loopholes in the Federal Aviation Administrations authority to control drones.

Rules would be promulgated to set geographic areas and altitudes where flights might be restricted. Certain technological features would be installed to restrict altitude and distance from the operator.

Lasing Aircraft

Around 4,000 incidents of laser illumination of aircraft cockpits occur each year. This is a violation of federal law. The Air Line Pilots Association (ALPA), the FAA, and the FBI are all working on reducing the number of these incidents or punishing the malefactors.

Both ALPA and the FAA are engaged in a public relations campaign to make people aware of the hazardous potential of lasing aircraft. The light is diffused by the cockpit windows and resembles the flash of a camera and can temporarily blind the pilot. Since these incidents are most prevalent during take-off and landing, the danger is obvious.

Congress has boosted the maximum penalty for this crime to \$250,000 and the Criminal Investigation Division of the FBI is investigating these incidents.

Wildlife Strikes

The current drone and laser attacks diverts attention from an older hazard faced by aviators; collisions with wildlife. Between 1990 and 2013,

some 143,000 strikes have been reported.

Globally, 255 people have been killed and 243 aircraft destroyed.

The statistics show a six fold increase in strikes in the 1990-2013 period. Birds account for 97% of the total with terrestrial mammals, 2.2%, bats, 0.7%, and reptiles, 0.1%. The estimated annual cost of wildlife strikes ranges from 187 million in direct losses and might be around 900 million in downtime.

The problem is attributed to increasing animal populations. One example: in the last 25 years, the Canada Goose population has increased of 0.5 million to 3.8 million!

The most likely flight regimes for collisions, as one might expect are at low altitudes, during take-off, climb-outs, and approaches. Mourning doves are the most like birds to strike but Canada geese and turkey vultures cause the most damage. The altitude record for a bird strike is 37,000 feet. a Rüppel's vulture went through a jet engine near Abidjan on the Ivory Coast.

There are also seasonal patterns. Deer are most likely struck between July and November. Bird strikes are most common at night during the spring and fall migration seasons.



FAA Least Wanted Posters

Mitigation of the hazards are many. Notices to Airmen (NOTAMS) report migrations patterns, animals are captured and relocated, airport environments are made less hospitable to wildlife by control of the fauna, fencing, and noisemakers, and pyrotechnics. Experiments are under way with aircraft lighting systems visible to birds.

As for fish....a National Oceanic and Atmospheric Administration Gulfstream IV hit a sheephead while departing McDill AFB in Florida. As osprey, having lunch as the end of the runway, took flight and jettisoned the fish as it struggled to get out of the way of the oncoming Gulfstream. The take-off was aborted but no damage was revealed by an inspection.

Alligators and wild hogs are a problem at Cape Canaveral's Kennedy Spaceflight Center. Alligators might be found basking on the warm runway and hogs enjoy the feeding on the grasses which grow on the runway margins. Care was taken to clear the runway prior to a shuttle touch-down.

The Editor took out a herring gull at 2,500 feet over Charles Island and remembers buzzing grass strips in Peru to scare the llamas and sheep of the runway. A friend, Tom Cassidy, flying a Pilgrim Twin Otter, took a hawk through the windscreen, and once, a business jet landing on 23 at Groton killed a bunch of Canada geese while on final. Readers are invited to submit experiences with wildlife strikes.

QUIZ ANSWERS



*The SNB, **S**ecret **N**avy **B**omber. is a militarized version of the Beech Model 18. The '18 and its variants served in a wide variety of roles from utility cargo haulers to trainers to passenger transports. The most common Air Force name was the C-45 Expeditor.*



*Erik Nelson, former TRCS Cadet, lands a BUFF, **B**ig **U**gly **F**at **F**ellow at Bradley in September. The aircraft has been active for over 50 years.*



The Chance Vought F7U Cutlass was a carrier born fighter designed by Rex Biesel, who also led the F4U Corsair team. A combination of low thrust unreliable engines and poor handling characteristics led the destruction of over 25% of Cutlasses built in accidents. Woe to the nugget ensign selected for Cutlass duty.



*Mad Dog is a nickname applied to the McDonnell-Douglas series of short and medium range passenger planes whose roots are in the Douglas DC-9. The series includes the 80 through 83, the 87 through 88, the **MD**-90, and finally, the MD-95 which with Boeing's take-over became the 717, filling in a missing slot in the Boeing 700 series.*



The Gooney Bird is the most common name for the Douglas DC-3, the airliner that made air travel commercially viable. During World War II, the aircraft was produced in a wide range of models as the Air Force C-47 Skytrain and Navy R4D. The DC-3/Dakota Historical Society list about two dozen other nicknames for the aircraft.



The North American-Rockwell B-1 (B-One is "Bone") was never called by its official name, Lancer. The aircraft is supersonic using variable swept wing, a low altitude penetrator, and can carry the heaviest bomb load of any aircraft in the inventory. The aircraft shown above, named Spitfire, was actually flown by Lt Col deAndrade and is now on display at Tinker AFB.



The North American F-100 Super Sabre is the first of the "Century Series" fighters and the nicknames origin is obvious. The picture was taken at Barnes Airport, Westfield, Mass., home of the 104th Fighter Wing, Air National Guard. CTWG pilots LtCol Tony Cihocki and SM James Skiff flew this aircraft with the 103rd out f BDL.



Lockheed's S-3 Viking is a carrier based anti-submarine aircraft and tanker. When President Bush flew out to the U.S.S. Abraham Lincoln to announce the end of the 2003 Iraq unpleasantness, the flight was called "Navy One."



The most common story of how the Republic F-105 Thunderchief got its "Thud" nickname derives from sound it made when it struck the ground. The designer of the P-47 Thunderbolt, Alexander Kartveli led the 105 design group. Designed as a nuclear bomber, the F-105 was used in Vietnam in a more conventional attack role.



SEEN THIS WEEK ON THE GROTON RAMP

Soviet era Mil Mi 17 Helicopter